Par. S.2.I.1.52
836

Volume I
No. 1 — 21

Friday
6th June, 1952

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I - Questions and Answers)

CONTENTS

Members Sworn [Cols. 2—18].

PARLIAMENT SECRETARIAT
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THE
PARLIAMENTARY DEBATES
(Part I—Questions and Answers)
OFFICIAL REPORT

No. 5-B-02
Ch 'G'
Acc. No. 25918
Dated 18.11.2014

HOUSE OF THE PEOPLE

Friday, 6th June, 1952.

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

SOCIAL WELFARE

*553. **Dr. Ram Subhag Singh:** Will the Minister of Education be pleased to state:

(a) whether any Indian students have been sent abroad under the United Nations fellowship to study the working of social welfare institutions; and

(b) if so, what is the number of such students?

مسٹر آف ایجوکیشن - نیچرل ریسورسز اینڈ سائیٹفک ریسرچ (مولانا آزاد) : (اے) ہاں -

(بی) ۱۹۴۷ سے لے کر اس وقت تک ۸۲ فیلوز اور دیپارتمنٹی باہر بھیجے گئے ہیں - اُن کے علاوہ چار کے لئے ایوارڈ نوٹس ہمیں مل چکے ہیں اور انہیں بھیجنا باقی ہے - ۲۸ امیدواروں کے معاملے پر یونائٹڈ نیشنس ارگنائزیشن سوچ بچار کر رہا ہے -

[The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes.

(b) 82 Fellows/Scholars have been sent abroad since 1947. Notices of award for 4 more Fellows have been received and they are still to go abroad. Besides these, there are 28 cases of candidates which are still under the consideration of the United Nations Organisation.]

डा० राम सुभग सिंह : क्या मैं उन देशों के नाम जान सकता हूं जहां पर कि इस साल सोशल वेलफेयर इंस्टीट्यूशनस् की वर्किंग का अध्ययन करने के लिये ये विद्यार्थी भेजे गये हैं ?

[**Dr. Ram Subhag Singh:** May I know the names of the countries where these students have been sent to study the working of the social welfare institutes?]

مولانا آزاد : یورپ کی مختلف جگہوں ہیں -

[**Maulana Azad:** They have been sent to different places in Europe.]

डा० राम सुभग सिंह : स्कालरशिप और फेलोशिप के लिये जो भिन्न भिन्न रकमें मिला करती हैं, मैं जानना चाहता हूं कि फेलोशिप में कितनी मिला करती है और स्कालरशिप में कितनी मिलती हैं ?

[**Dr. Ram Subhag Singh:** May I know the amounts received in the shape of Fellowships and Scholarships respectively?]

مولانا آزاد : خاص رقم اس میں نہیں ہے - یونائٹڈ نیشنس نے ایک طرف کے کرائے کا بوجھ اپنے

اوپر دکھا ہے ۔ دوسری طرف کا کرایہ گورنمنٹ آف انڈیا دیتی ہے ۔ اس کے علاوہ جو اسکالر وہاں بھیجا جاتا ہے اس کو کسی دوسری جگہہ جانے کی ضرورت پیش آئے تو اس کا خرچہ وہاں سے ملتا ہے ۔ تکنیکل کتابوں کی ضرورت ہو تو وہ کتابیں اس کو وہاں سے دی جاتی ہیں اس کے علاوہ وہاں اس کے رہن سہن کا جو خرچہ ہے وہ بھی یونائٹڈ نیشن آرگنائزیشن اٹھاتا ہے ۔

[**Maulana Azad**: The amount is not fixed. The United Nations Organization pays one single fare and the Government of India pays the other half of the total fare. Whenever a scholar has to go to another place from the place where he has been sent, the expenses are borne by the U.N.O. In addition to this the U.N.O. provides the scholar with technical books and also the living expenses of the scholar.]

डा० राम सुभग सिंह: किस आधार पर इन विद्यार्थियों को चुना जाता है ?

[**Dr. Ram Subhag Singh**: What is the basis of selection of these scholars?]

Shri Pocker Saheb: On a point of order, Sir. It is impossible for us to understand the answers given in Urdu, and therefore may I request you to ask the Secretary to just translate these answers?

Mr. Speaker: Order, order. I may just elucidate the history of this question of asking for translations. As the House is not probably aware, but many hon. Members are aware that the hon. Maulana Azad has been answering questions in Hindi or Urdu, whatever name one may like to give to the language, right from the time he came into this Legislature, in 1946 September, I think; that was when the National Government came in. At a time when English was the only official language, he has been answering questions in Hindi or Urdu. From then till now, I have never had any request for translations of all the answers that he gives. In exceptional cases, where a particular Member was interested in a particular question, particularly put by him or her, and the translation was wanted, I allowed it, if I saw that the person who wanted the translation was really not conversant with the language. I used to get it done, but that practice dropped out later on. The House always desires that, those who do not understand Hindi should make an effort to understand it. The Constitution came into force on 26th January 1950, and the Members, I believe, have taken oaths to be faithful to the Constitution, and to give effect to its provisions. I do not mean to suggest thereby that, everybody ought to understand Hindi just at the moment; I could appreciate that difficulty. There may be some and particularly from the South, who may not be able to understand Hindi all at once. If there be any special difficulty, and there is any special point, I am prepared to arrange for a translation to be given. But to ask for a translation of any answer or question put in Hindi or Urdu, is I believe, a bit too much and swerves us away from the Constitution. One has to make an effort to understand Hindi or Urdu. If there be any special difficulty, I am prepared to meet it. I do not mean to suggest that there shall be no translations at all, but I may inform hon. Members that, these questions and answers are translated into English, and a set of translations is placed on the Table of the House. I believe, one set is placed also in the Library. It is perfectly open to hon. Members who do not understand Hindi or Urdu to refer to this immediately. Of course, it becomes difficult for a Member not knowing this language, to put supplementaries. I quite appreciate that difficulty. But some compromise has to be made. I was a little amazed that the request comes from Mr. Pocker Sahib, who is expected—I know he does not know very probably—to know Urdu or Hindi.

Whatever it may be, I have made the position clear, and if, therefore, hon. Members like to put questions on subjects in which they are fully interested, the questions are printed in English; if they want information on a particular point, then of course, we may put that question in English, and their answers, if they are not understood, could be given in English translation. I shall see to that. But let hon. Members try to follow at least what the question is. I am trying to have something in the nature of a compromise. It is not possible for me to meet all, in all points. I am again requesting the Members to be a bit

more tolerant towards each other, and not press their particular views to create a situation which perhaps divides us more than unites.

Shri Pocker Saheb: My personal explanation is...

Mr. Speaker: Order, order. No explanations are needed. We need not take up the time of the House in these things. I want to know what particular part of the question or answer he wishes to have translated in this particular case. Is it (a) or (b)?

डा० राम सुभग सिंह : किस आधार पर इन विद्यार्थियों को विदेशों में बाहर जा जाता है . . . . . .

[Dr. Ram Subhag Singh: On what basis these scholars are selected for sending abroad.....]

Shri Veeraswamy: When the majority of Members know English, and can understand it, is it not better that English should be.....

Mr. Speaker: Order, order. The hon. Member will see that I am appealing on the question of propriety and tolerance to all hon. Members including the Government Benches and the Opposition. But the provisions of the Constitution are very clear and the spirit of the Constitution is that Hindi has to be given a sort of preference. If the proceedings of this House always continue in English, what is going to happen at the end of 15 years? We will only be against a dead wall.

Shri Veeraswamy: On a point of order, Sir. English is the official language even now, and remains so for fifteen years from now...

Mr. Speaker: Order, order. I do not want to enter into any arguments now. It cannot be suggested that for fifteen years we go on with English, and all at once overnight we immediately switch over to Hindi. It is a proposition which, I do not think, any reasonable man will admit. I do not want any discussions on the point just now. I am prepared to meet any point on the ground of mutual adjustments. But the Constitution provides a certain thing, I am bound by the provisions of the Constitution, and I must see that I give effect to them. (*Interruption*) I would suggest that those who put questions in Hindi, should try to use as simple Hindi as possible, neither too much Persianized nor too much Sanskritized, and should put them as slowly as possible so that those who really do not understand can follow what the question is.

Shri Gadgil: May I suggest, Sir, that the reply also should be as slow and in as simple Hindi.

डा० राम सुभग सिंह : किस आधार पर विद्यार्थियों को यूनाइटेड नेशनस् फेलोशिप में स्टडी करने के लिये बाहर भेजने के निमित चुना जाता है ?

[Dr. Ram Subhag Singh: What is the basis of selection of scholars to be sent abroad for studies under the United Nations Fellowships?]

Mr. Speaker: The question is, what is the basis of selections?

مولانا آزاد : جب گورنمنٹ آف انڈیا کو پتہ چل جاتا ہے کہ اتنے اسکالرشپس دئیے جا سکتے ہیں - تب یونیورسیٹیوں کو اطلاع دی جاتی ہے - انسٹیٹیوٹ گورنمنٹوں کو اطلاع دی جاتی ہے - گورنمنٹ آف انڈیا کی مختلف منسٹریوں کو خبر دی جاتی ہے - بہت سے نان آفشیل انسٹیٹیوشنس ہیں ان کو بھی خبر دی جاتی ہے اور ان سب سے درخواستیں منگائی جاتی ہیں- یہ تمام درخواستیں ایک بورڈ کے سامنے رکھی جاتی ہیں جو اس کام کے لئے بنایا گیا ہے کہ سیلیکشن کرے -

[Maulana Azad: When the Government of India comes to know the number of available scholarships, the universities, State Governments, different ministries of the Government of India and many non-official institutions are informed and applications called for. All the applications are put before a Board which has been constituted to select students for this purpose.]

Shri M. S. Gurupadaswamy: May I know, Sir, whether all the students who have returned from foreign studies are engaged in social welfare work in India?

Mr. Speaker: This very question has been put very often in this House;

even some four or five days back, the same question was put.

Shri Velayudhan: May I know, Sir, which are the countries where the students are sent?

Mr. Speaker: Did not the hon. Member hear the reply given earlier?

مولانا آزاد : یورپ کی مختلف جگہیں ہیں - میں ان سب کے نام ابھی نہیں بتا سکتا -

[**Maulana Azad:** Different places in Europe, all of which I cannot name just now.]

BALANCE OF PAYMENT

*554. **Dr. Ram Subhag Singh:** Will the Minister of **Finance** be pleased to state the balance of payment position of the country for the latter half of the year 1951-52 with the sterling and non-sterling areas?

The Minister of Finance (Shri C. D. Deshmukh): According to the latest estimates, India's balance of payments on current account for the second half of 1951 was favourable to the extent of Rs. 36·9 crores with the sterling area and was adverse to the extent of Rs. 79·2 crores with the non-sterling area, after taking credit for the proceeds of International Bank loans and the American wheat loan, utilised during the period. The figures are provisional.

Dr. Ram Subhag Singh: May I know, Sir, what was the surplus of this country during the first half of 1951-52?

Shri C. D. Deshmukh: I am sorry, Sir, I have not got the figures separately for the first half. I have got the figures for the whole of the year and that figure—a deficit of Rs. 30 crores—was given by me in the budget speech.

COMPANY LAW COMMITTEE

*555. **Shri S. N. Das:** Will the Minister of **Finance** be pleased to refer to the reply to Unstarred Question No. 8 for 13th February, 1952, and state:

(a) whether the Company Law Committee has since submitted its Report; and

(b) if so, what recommendations of the Committee have been accepted by Government?

The Minister of Finance (Shri C. D. Deshmukh): (a) Yes.

(b) The report has been circulated to State Governments, and commercial bodies for eliciting their views in the first instance and will be considered by Government in the light of their comments.

Shri S. N. Das: May I know, Sir, whether the Report has been signed by all the members or some of the members have not signed it?

Shri C. D. Deshmukh: I would like notice of that question.

Shri S. N. Das: May I know, Sir, whether the report is a unanimous one or there is a Minute of Dissent?

Shri C. D. Deshmukh: I believe there is one Minute of Dissent.

Shri S. N. Das: May I know, Sir, what are the important recommendations which the Committee has made for the consideration of the Government immediately?

Shri C. D. Deshmukh: Sir, there was a Press Information Bureau release on the subject issued on the 9th March 1952 that gave a summary of the recommendations to quite a satisfactory extent. It is impossible to summarise the recommendations of a report of this kind here.

Shri S. N. Das: May I know, Sir, whether copies of this report will be supplied to the Members of Parliament?

Shri C. D. Deshmukh: In due course, Sir, I would like to add that 12 copies of the report were forwarded to the Parliament Secretariat—2 copies for the Library and 10 for supply to hon. Members who might ask for the copies.

Shri A. C. Guha: May I know when the Government will be able to bring forward a Bill on the recommendations of this Committee?

Shri C. D. Deshmukh: It is very difficult to indicate the precise time, Sir. The associations and others who had been consulted had been asked to communicate their comments by the 31st May 1952. A few comments have been received while others like the Federation of Indian Chambers of Commerce and Industry have asked for an extension of time up to the end of June 1952. After that a few months will be taken to compile and process all the recommendations to arrive at conclusions on which to base legislation.

REVIEW OF TOBACCO RANGES

*556. **Shri S. C. Samanta:** (a) Will the Minister of **Finance** be pleased to state whether the review of the tobacco ranges in the various Central Excise Collectorates has been completed?

(b) If so, what are the results of the review and what steps have Government already taken or propose to take in the matter?

The Minister of State for Finance (Shri Tyagi): (a) The review of tobacco ranges in all Central Excise Collectorates has not yet been completed. But steps have already been taken in some Collectorates to reduce the staff on a preliminary survey of un-economic ranges. Periodical reviews are conducted with a view to employing only the minimum staff required to the maximum advantage.

(b) The result of the preliminary review already made in respect of some Collectorates is a saving of 5·63 lakhs a year. The review will be continued in respect of other Collectorates with a view to effecting economy to the maximum extent possible.

Shri S. C. Samanta: May I know, Sir, which of the ranges are being reviewed up till now?

Shri Tyagi: Allahabad, Calcutta, Delhi, Shillong, Jamnagar, Madras and Bombay have had the review and the staff had been ordered to be reduced only in Allahabad, Calcutta (including Patna) and Delhi.

Shri S. C. Samanta: The hon. Minister said that the staff was reduced. May I know whether it is on account of uneconomic ranges, and whether they will be abolished or not?

Shri Tyagi: There are tobacco ranges where tobacco cultivation is very sparse and at long distances it is not economical to keep regular staff in that vast area when there is not much of revenue and, therefore, it was decided to take an over-all review of these ranges and after the result of this review had been received, it was decided that those ranges might be struck off the register.

Canteen Stores Department

*557. **Shri S. C. Samanta:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the retail sale section of the Canteen Stores Department (India) has been taken over by the Units;

(b) if so, what advantages have been secured by this change-over; and

(c) the value of articles imported for Canteen Stores Department (India) in the years 1950-51 and 1951-52 respectively?

The Minister of Defence (Shri Gopalaswami): (a) The retail sales of canteen stores to military personnel will be gradually taken over from contractors by units and/or the Canteen Stores Department as soon as practicable.

(b) The changeover would result in—

(i) avoiding the middleman's profit and providing canteen goods to troops at cheaper rates;

(ii) ensuring more efficient canteen services; and

(iii) providing additional amenities for troops from the increased profits that would thus accrue.

(c) The value of imported articles from foreign countries was Rs. 51·58 lakhs in 1950-51 out of a total purchase of Rs. 195·15 lakhs and Rs. 96·77 lakhs in 1951-52 out of Rs. 298·93 lakhs.

Shri S. C. Samanta: May I know, Sir, whether the articles used in canteens are being imported by the Ministerial department or the canteen owners are allowed to import them?

Shri Gopalaswami: Sir, I think some facilities are given by the department for making these purchases.

Shri S. C. Samanta: May I know, Sir, what steps have been taken by the Ministry to encourage indigenous articles?

Shri Gopalaswami: The policy of the department is to encourage the larger use of indigenous articles. As a matter of fact, the percentage of commodities imported from foreign countries for all the canteens put together is now 32·4 against 45 in 1949 and 35·9 in 1948. The number of indigenous articles in 1949 was 678 against a total of 1138, giving a percentage of 59·6. In 1950 it was 1614 against a total of 2039, a percentage of 79·2. In 1951 indigenous articles totalled 2006 against a grand total of 2431, giving a percentage of 82·5.

Shri Dhulekar: Has any estimate been made about the additional expenditure which is necessary for catering purposes, when the canteens are taken over by the units?

Shri Gopalaswami: The canteens are run on a profit basis. Annually we realise considerable profits out of the running of these canteens.

Shri Velayudhan: What is the assessed book value of the stores which

India inherited after the war and the sale proceeds later on either in retail or wholesale prices?

Shri Gopalaswami: I can give the purchases from 1948-49 onwards. I am afraid I have not got the figure of the value of what was in stock at that time.

Shri Badshah Gupta: What are the main articles of import? Are they available in India or not?

Shri Gopalaswami: As I said the articles are of a great variety. The number of items was something like 2,431. Most of the grocery articles and various other things required by the troops are now purchased in India. 2,006 out of 2,431 articles are purchased in India.

LIQUIDATION OF BANKS

*558. **Shri A. C. Guha:** Will the Minister of **Finance** be pleased to state:

(a) whether Government have taken any decision regarding the appointment of a Committee for amending the procedure for the liquidation of Banks; and

(b) if so, the personnel and the terms of reference, of that Committee?

The Minister of Finance (Shri C. D. Deshmukh): (a) and (b). The attention of the hon. Member is drawn to the reply given by me to his last supplementary question asked in connection with his starred question No. 80 on the 21st May 1952.

Shri A. C. Guha: Since then has not the hon. Minister anything more to add?

Shri C. D. Deshmukh: Except that the scope, personnel and terms of reference of the proposed Committee are expected to be finalised very shortly.

Shri A. C. Guha: May I know if the terms of reference will also include looking into any acts of *mala fide* or misfeasance on the part of the ex-managing directors and tracing their share of responsibility for the failure of the bank?

Shri C. D. Deshmukh: No, Sir. The tentative terms of reference which I have here do not include that particular term, because this is more of a procedural matter.

Shri A. C. Guha: Will it also include anything about economising the legal cost of the liquidators?

Mr. Speaker: He is anticipating...

Shri A. C. Guha: I only want to know what would be the terms of reference.

Shri C. D. Deshmukh: He is indirectly making suggestions.

Mr. Speaker: That is a better form of putting the implication of his question.

Shri Nambiar: What further steps have been taken to inquire into the large number of liquidation of banks? On a previous reference to this matter the hon. Minister promised that something will be done. May I know if anything has been done?

Shri C. D. Deshmukh: Whenever a scheduled bank goes into liquidation usually there is an enquiry made by the Reserve Bank and indeed the affairs of such a bank are likely to be under observation for some time even before liquidation and it is as a result of this large number of failures that we are now considering the question of the appointment of a committee.

Shri A. C. Guha: The hon. Minister spoke of tentative terms of reference: may I know what they are?

Shri C. D. Deshmukh: I do not see any advantage in giving out what we are considering in a departmental way, so to speak, that is to say, before we have finally made up our mind as to the precise terms of reference. If the hon. Member will hold his soul in patience for a little longer he will have the final terms of reference.

Shri A. C. Guha: I have been holding it for the last three years.

Mr. Speaker: Next question.

SULPHUR

*559. **Dr. M. M. Das:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Government have carried out any survey for the location of Sulphur containing material other than gypsum;

(b) if so, what is the result of such a survey;

(c) whether any experiment has been carried out for the commercial extraction of Sulphur from Pyrites; and

(d) if so, what is the result of the experiment?

The Parliamentary Secretary to the Minister of Education and Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) to (d). A

note giving the information required is placed on the Table of the House. [*See* Appendix III, annexure No. 34.]

Dr. M. M. Das: So far as the statement is concerned it does not reply to parts (c) and (d) of my question.

Shri K. D. Malaviya: The statement does indicate that pyrites is supplied to a few firms for extraction of sulphur or sulphuric acid.

Dr. M. M. Das: May I know whether pyrites was supplied to these firms to carry out experiments on an experimental basis or on a commercial basis? I want to know whether the experiments carried out go to establish the fact that extraction of sulphur or the manufacture of sulphuric acid from Indian sources is a commercial proposition. That was my question.

Shri K. D. Malaviya: Obviously. The ore has been supplied to firms on commercial basis. Recently an agreement was proposed to a Calcutta firm and we are still awaiting their reply. This firm has been supplying pyrites to others for extraction of sulphuric acid or sulphur.

Dr. M. M. Das: I want to know whether the proposition that sulphuric acid can be manufactured from Indian sources such as pyrites, without the help of imported sulphur, has already been established by experiments.

Shri K. D. Malaviya: No, Sir, Government are not in a position to say that sulphuric acid can be extracted from Indian pyrites commercially. But we have supplied the ore to firms for the extraction of sulphuric acid and we presume they must be doing some business out of this.

Shri Meghnad Saha: Will Government consider the advisability of referring this question to the National Chemical Laboratory for a thorough investigation?

Shri K. D. Malaviya: We shall certainly do it.

Mr. Speaker: He is making a suggestion.

Dr. M. M. Das: May I know whether any calculation has been made to compare the cost of production of sulphuric acid from Indian sources, such as pyrites, and from imported sulphur?

Shri K. D. Malaviya: As I said, the Government are just entering into an agreement with a Calcutta firm for greater working of the ore and it is for the firm to let us know whether sulphuric acid or sulphur can be extracted from it on commercial basis.

Scholarships under the Colombo Plan

*560. **Dr. Ram Subhag Singh:** Will the Minister of **Finance** be pleased to state:

(a) whether the Government of India have asked the Government of Bihar to recommend names for scholarship provided under the Colombo Plan and Point Four Programme for specialized training in engineering; and

(b) if so, whether the Government of Bihar have recommended any names?

The Minister of Finance (Shri C. D. Deshmukh): (a) Yes, Sir.

(b) No. Sir.

Dr. Ram Subhag Singh: How many scholarships were provided for Bihar under the Colombo Plan and how many under the Point Four Programme which the Government of Bihar could not take advantage of?

Shri C. D. Deshmukh: They were all asked to make recommendations. No special allotment was indicated to the States. I did not quite get the point of the question.

Mr. Speaker: He means that Government of Bihar must have made their recommendation. Were they accepted cent. per cent.; if not, what percentage?

Shri C. D. Deshmukh: My answer is that Bihar made no recommendation.

Dr. Ram Subhag Singh: How many recommendations were they asked to make?

Shri C. D. Deshmukh: No State was limited to any particular number. A circular in general terms was sent to all the States.

श्री एस० एन० दास : क्या यह बात सही नहीं है कि बिहार गवर्नमेंट के पास इस सम्बन्ध में सिफारिशें करने के लिए जो पत्र भेजा गया वह इतनी देर से भेजा गया कि बिहार गवर्नमेंट के पास उसका जवाब देने के लिए बहुत कम समय था और इसलिए वह उसका जवाब नहीं दे सकी ।

[**Shri S. N. Das:** Is it not a fact that the letter sent to the Bihar Government asking them to make recommendations in this connection was sent so late that there was very little time at the disposal of the Bihar Government to send a reply and they could not?]

Mr. Speaker: That would be the explanation of the Bihar Government.

Shri S. N. Das: I want to know whether it is a fact that a very short time was given to the Bihar Government to suggest the names.

Shri C. D. Deshmukh: A circular letter was sent to all States in regard to the Colombo Plan on the 19th February 1952. We have received recommendations from Assam, West Bengal, Uttar Pradesh, Punjab, Madhya Pradesh, Bombay, Madras, Hyderabad and Mysore. From this I infer that sufficient time was given to the States.

Army Stores

*561. **Shri M. L. Dwivedi:** Will the Minister of **Defence** be pleased to refer to the reply to part (a) of starred question No. 121 for 9th August 1951, and state the estimate of damage caused to Army stores in Dehu and Kanpur C.O.Ds. in the years 1950-51 and 1951-52?

The Minister of Defence (Shri Gopalaswami): It is estimated that the damage caused to military stores for want of proper storage accommodation in the two depots amounted to Rs. 15½ lacs and 5 lacs, in the years 1950-51 and 1951-52, respectively.

Shri M. L. Dwivedi: May I know whether the storage accommodation already existing in the C. O. Ds. at Dehu and Kanpur is so defective that the goods which are stored there are undergoing serious deterioration and losing in value?

Shri Gopalaswami: The whole of the covered accommodation available in the Depots is occupied. It is only stores which could not be put under the covered accommodation that are kept in the open, and they deteriorated.

Shri M. L. Dwivedi: May I know if the hon. Minister is aware that the money saved by economy in this way is more than lost when the goods deteriorate and lose in value?

Shri Gopalaswami: I am not sure about the arithmetic of it. I have had one estimate, a very rough estimate, given to me that if we wanted to provide covered accommodation for all the stores which are now lying in the open and put them in proper condition, it would cost something like Rs. 80 to Rs. 90 crores.

National Language

*562. **Shri M. L. Dwivedi:** Will the Minister of **Education** be pleased to state:

(a) what steps have so far been taken by the Government of India since the adoption and enforcement of the Constitution to determine the proper shape and form of the national language; and

(b) how the divergence among the various forms of the national language obtaining in the different States, for want of any uniform policy on the part of the Central Government, is being obviated?

منسٹر آف ایجوکیشن اینڈ نیچرل

ریسورسز اینڈ سائنٹیفک ریسرچ (مولانا آزاد) - (اے) اور (بی) - گورنمنٹ آف انڈیا نے اس بارے میں وہ تمام کام شروع کر دئے ہیں جو اسکی رائے میں نہایت ضروری تھے - اس نے ایک سنٹرل ہندی آرگنائزیشن دہ ہندی سکھشا سمیتی ؟؟ کے نام سے کھول دیا ہے اور ایک سنٹرل بورڈ سائنٹفک اور ٹکنیکل ٹرمز کے لئے بٹھا دیا ہے - گورنمنٹ کی رائے میں یہ دونوں کام ہندی بھاشا کے لئے بنیادی کام تھے - کیونکہ انہی کے ذریعہ ہندی کو وہ روپ اور ٹھلاؤ دیا جا سکیگا جس پر ہمارے کانسٹی ٹیوشن نے زور دیا ہے - سنٹرل بورڈ اپنی بہت سی اکسپرٹ کمیٹیوں کے ساتھ اس کام میں لگ گیا ہے کہ تمام ملک کے لئے ایک ہی ٹھلنگ کے سائنٹفک اور ٹکنیکل ٹرمز تیار کو دئے اور اسٹیٹ گورمنٹوں سے درخواست کی گئی ہے کہ وہ اپنے یہاں کی مانگوں کے مطابق اس بورڈ کی اکسپرٹ ایڈوائس لیتے رہیں - بہتوں نے یہ

بات مان لی ہے اور وہ بورڈ کے کام سے فائدہ اُٹھا رہے ہیں - جہاں تک اس بات کا تعلق ہے کہ راج بھاشا بولنے کے ایک سے زیادہ ڈھنگ اس وقت چل رہے ہیں - ان کی جگہ کسی ایک ہی ڈھنگ کو چلایا جائے تو گورنمنٹ کے خیال میں آج کل کی حالت کے اندر نہ تو ایسا کیا جا سکتا ہے ، اور نہ ایسا کرنا ٹھیک ہوگا کہ سنٹرل گورنمنٹ بھاشا کے کسی ایک ہی ڈھنگ کے مان لینے پر زور زبردستی سے تمام ملک کو مجبور کرے - بھاشائیں اپنے قدرتی قانون کے مطابق بڑھتی اور پھولتی پھلتی ہیں - انہیں آرٹیفیشل طریقہ سے کسی خاص روپ میں نہیں لایا جا سکتا - وہ خود اپنی قدرتی چال سے چلتے ہوئے کچھ عرصہ کے اندر ایک خاص روپ پیدا کر لیتی ہیں اور وہی روپ انکا سچا اور مضبوط روپ ہوتا ہے - البتہ جو ہماری گورنمنٹ کر سکتی ہے وہ یہ ہے کہ جو کتابیں اسکولوں میں پڑھائی کے لئے لکھی جائیں اور دوسری ہر طرح کی پبلی کیشن جو سرکاری طور پر تیار کی جائیں ، ان میں ایک خاص طرح کی ٹکسالی بھاشا استعمال کی جائے تاکہ آگے چل کر وہی پڑھن لوگوں کی زبانوں پر چڑھ جائے - یہ بات گورنمنٹ کے سامنے ہے اور اس کے لئے پوری کوشش کی جا رہی ہے -

[The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) and (b). Among the various steps taken by the Government in this direction are the setting up of a Central Hindi Organisation known as the "Hindi Shiksha Samiti" and the "Central Board of Scientific Terminology". These two bodies are working to give Hindi its shape and form as envisaged in the Constitution. The Board with its expert Committees dealing with various subjects is engaged in evolving a uniform terminology for the whole country and the State Governments have been requested to seek, whenever necessary, the expert advice of the Board in the matter. Most of the States have agreed to do so. So far as the general question of "the various forms of the national language" is concerned, it is not possible or desirable for the Central Government to force a particular pattern on the whole country and this problem must be left to time and the laws of language development. All that they can do is to ensure that, in their work and publications, the national language used conforms to its definition as envisaged in the Constitution.]

श्री एम० एल० द्विवेदी : मैं माननीय मंत्री का ध्यान बम्बई गवर्नमेंट के रेजोल्यूशन नं० ७४३६ और बम्बई गवर्नमेंट की सन् ५१ की रिपोर्ट "हिन्दी टीचिंग कमेटी" की तरफ आकृष्ट करना चाहता हूं और यह कहना चाहता हूं कि बम्बई गवर्नमेंट और दूसरी रियासतें हिन्दी की तरक्की के लिये जुदा जुदा तरीके अख्तियार कर रहे हैं और सिलेबस और किताबों के मसले में भी यही हो रहा है । मैं जानना चाहता हूं कि इस ओर केन्द्रीय सरकार क्या कदम उठा रही है कि स्टेट्स हिन्दी का ठीक डेवलपमेंट करें । मैं हिन्दी बोलने के सम्बन्ध में नहीं कहता लेकिन कम से कम शिक्षा के सम्बन्ध में सिलेबस और किताबों के सम्बन्ध में एक ही ढंग बनाया जाना चाहिये ?

[Shri M. L. Dwivedi: May I draw the attention of the Government towards the Bombay Government Resolution No. 7436 and Bombay Government's report of 1951 namely "Hindi Teaching Committee" and point out that Bombay and other States are adopting various methods for the development of Hindi? Same is the case with syllabi and books. I want to know the steps the Central Government are taking to see that the States take proper measures for the development of Hindi. I do not say anything with regard to spoken Hindi but there

should be uniformity as far as teaching, syllabi and books of Hindi are concerned].

مولانا آزاد - ایجوکیشن اسٹیٹ سبجیکٹ ہے - مختلف گورنمنٹیں اپنے اپنے ڈھنگ پر کام کرتی ہیں مجھے آنریبل ممبر کے اس خیال سے پورا اتفاق ہے کہ اس بارے میں الگ الگ ڈھنگ نہیں چلنے چاہیئں - کوشش کرنی چاہیئے کہ ایک ہی ڈھنگ چلے - سینٹرل گورنمنٹ ان کو ایڈوائس دے سکتی ہے - اور اسمیں اس نے کسی نہیں کی ہے - آئیندہ بھی کرتی رہیگی - گورنمنٹ نے منسٹری میں ہندی سیکشن انہی باتوں کے لئے کھولا ہے -

[**Maulana Azad:** Education is a State subject. Different Governments adopt different methods but I agree with the hon. Member in this that different methods ought not to be adopted in this connection. It should be our endeavour to see that there is uniformity in this regard. The Central Government can advise them and they have not been wanting in that respect. They would do it in future too. The Hindi Section in the Education Ministry has been opened only for that purpose.]

Shri N. S. Nair: Sir, this is a matter which concerns the destinies of the South as far as language is concerned, and we would like to have at least a summary of the reply given by the hon. Minister.

Mr. Speaker: I will myself read the translation of the main reply. That will solve the difficulty. The answer is this:—

[*English translation of the main answer was then read out by the Speaker.*]

श्री ऐम० ऍल० द्विवेदी : क्या मैं माननीय मंत्री से पूंछ सकता हूं कि जब राष्ट्रभाषा हमारे पार्लियामेंट की भाषा है, कांस्टीट्युशन के मुताबिक, तो क्या किसी रियासत की सरकार को यह अधिकार है क वह कांस्टीट्युशन के किसी प्राविज़न का अपना भिन्न भिन्न मतलब लगाये ?

[**Shri M. L. Dwivedi:** May I ask the hon. Minister whether any State Government can interpret any provision of the Constitution in their own manner, in spite of the fact that according to the Constitution Hindi is our National language and is also the language of the Parliament?]

Mr. Speaker: I think the answer is given there in the main reply. But what he wants is information on a point of interpretation of the Constitution.

श्री ऐम० ऐल० द्विवेदी : अभी मंत्री महोदय ने यह उत्तर दिया कि कोई भी सरकार अपना अलग अलग मतलब निकाल सकती है । मेरा कहना यह है कि कांस्टीट्युशन में जो लफ्ज़ हिन्दी के सम्बन्ध में दिये गये हैं . . . . .

[**Shri M. L. Dwivedi:** The hon. Minister has just now said that State Governments can interpret the Constitution in their own way. What I want to say is that the words used in the Constitution for Hindi.....]

Mr. Speaker: Order, order. We need not go into the interpretation of the Constitution. The hon. Minister is entitled to have his own interpretation. If the hon. Member differs, there are other remedies open to him. What is the question for information? No arguments.

श्री ऐम० ऐल० द्विवेदी : मेरा मतलब कहने का यह है कि कांस्टीट्युशन का . . . .

[**Shri M. L. Dwivedi:** What I mean to say is that the Constitution.....]

Mr. Speaker: Order, order. the hon. Member is again going into the interpretation of the Constitution.

Shrimati Ammu Swaminadhan: In spite of the fact that the hon. Minister's reply is that education is a State subject, could not the Government of India give some direction with regard to language to the States so that children learning in schools today will have the compulsory teaching of Hindi in every school so that they can become familiar with the language which is not their own?

مولانا آزاد : میں نے ابھی کہا کہ سینٹرل گورنمنٹ نے اس بارے میں ڈائریکشن دئے ہیں اور برابر دیتی رہیگی -

[**Maulana Azad:** I have stated just now that the Central Government have given directions in this behalf and would continue to do so.]

सेठ गोविन्द दास : मंत्री जी ने अभी यह बतलाया कि इस काम के लिए दो समितियां नियुक्त हुई हैं। मैं यह जानना चाहता हूं इन दोनों समितियों के ऊपर जो रुपया खर्च किया जाने वाला है क्या वह कुछ दिन हुए अखबारों में निकला था केवल उतना ही खर्चा इस काम के लिए रक्खा गया है। क्या इस योजना के लिए और रुपया भी दिया जाने वाला है या नहीं और इस काम को और बढ़ाया जाने वाला है, या इतने तक ही रहेगा ?

[**Seth Govind Das:** The hon. Minister has stated just now that two Committees have been constituted for this purpose. I want to know whether the amount to be spent on them is the same as indicated by newspaper reports some days ago. Do the Government intend to make more provisions for this scheme, and is it going to be extended?]

مولانا آزاد : اس سلسلہ میں بہت سے کام کئے جا رہے ہیں - اور ان پر مختلف رقمیں خرچ ہو رہی ہیں - ستر لاکھ کی رقم کا تعلق صرف ایک کام سے ہے یعنی پانچ برس کا پروگرام -

[**Maulana Azad:** Many measures are being taken in this connection and different amounts are being spent on them. The amount of 17 lakhs is for only one measure, that is, the five year programme.]

श्री वी० जी० देशपांडे : शिक्षा मंत्री जी ने जो कुछ अभी कहा वह मेरे समझ में नहीं आया। मैं चाहता हूं कि हिन्दी में उस का भाषान्तर किया जाय ।

[**Shri V. G. Deshpande:** I have not understood what the hon. Minister has said. I want that a translation of what he said be made into Hindi.]

Mr. Speaker: Order, order. I do not propose to allow that kind of thing.

Shri N. S. Nair: Are the Government aware that in the South there is anti-Hindi agitation going on so strongly that the steps to be taken for compulsory Hindi education have to be taken with some sort of moderation?

مولانا آزاد : گورنمنٹ کے علم میں دونوں طرح کی باتیں آئی ہیں - گورنمنٹ کو معلوم ہے کہ ساؤتھ میں ایک اسمال گروپ ہندی کا مخالف ہے مگر گورنمنٹ کو یہ بھی معلوم ہے کہ ایک بہت بڑا گروپ ہندی سیکھ رہا ہے اور اس کی تعداد روز بروز بڑھ رہی ہے -

[**Maulana Azad:** Both sides of the picture have come to the notice of the Government. They know that there is a small anti-Hindi group in the South but they are also aware that a very large group is learning Hindi and it is increasing in number.]

Mr. Speaker: The purport of the question is that the Central Government knows that there is a small group which is definitely against Hindi. But the Central Government also knows that there is a very much larger group of people who are anxious to pick up Hindi and the number of students who are trying to pick up Hindi is on the increase. Next question now.

Question No. 563 is transferred to the list of questions for the 12th June for answer by H.M. Planning. It was wrongly addressed to the Minister of Natural Resources. So now we take up Question No. 564. Mr. Krishna.

Scheduled Castes for Technical Training

*564. **Shri M. R. Krishna:** (a) Will the Minister of **Education** be pleased to state the number of Scheduled Castes sent abroad for technical training during the period from 1947 to March, 1952?

(b) How many of them have been absorbed in the profession in which they had training?

(c) How many others have taken up jobs not connected with their training?

The Parliamentary Secretary to the Minister of Education and Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) One.

(b) An offer of employment in a class II (Gazetted) post was made to the scholar on his return from abroad but he declined the offer.

(c) Does not arise in view of (b) above.

Shri M. R. Krishna: May I know, Sir, how many applications have been received from Scheduled Castes for higher technical education abroad?

Shri K. D. Malaviya: I haven't got the figures with me but I would like to have notice of that question.

Shri Velayudhan: How many are still unemployed?

Mr. Speaker: The same question is being repeated which was answered on previous occasions.

Shri Nambiar: May I know, Sir, Whether the Government would take steps to see that those applicants are sent for training and their cases are specially considered?

مولانا آزاد : ہاں - گورنمنٹ اس بات پر ضرور غور کریگی لیکن اس بارے میں جو حالات پیش آئے ہیں وہ آنریبل ممبر کو معلوم ہو جانے چاہیئں - اس معاملہ کے پیچھے ایک بڑی کہانی ہے جو پچھلے ہاوس میں بار بار دہرائی جا چکی ہے — گورنمنٹ نے ایک جنرل اسکیم اوورسیز اسکالرشپ کی جاری کی تھی جس میں ہر کمیونٹی کے امیدولو میرٹ پر چلے جاتے تھے اور باہر بھیجے جاتے تھے - اس کے علاوہ خاص شیڈول کاسٹ کمیونٹی کے لئے ایک دوسری اسکالرشپ اسکیم چلائی گئی اور اسکا فلڈ بار بار بڑھایا گیا - اس دوسری اسکیم کے ماتحت چند اسکالرشپ ہائر ٹکنیکل ایجوکیشن کے لئے دئے گئے تھے اور باہر بھیجے گئے تھے - لیکن اس کا نتیجہ اچھا نہیں نکلا - دو اُمیدولو واپس آ گئے - جو وہاں رہے وہ بھی پوری طرح کامیاب نہ ہو سکے - یہ حالت دیکھ کر شیڈول کاسٹ بورڈ نے (جس میں کمیونٹی کے نمایندے اور لیڈر موجود تھے) اس معاملہ نئے سرے سونچ وچار کیا ، بالاخر وہ اس نتیجہ پر پہنچا کہ کمیونٹی کا فائدہ آجکل اس میں نہیں ہے کہ اسکالرشپ فلڈ کا روپیہ باہر کی تعلیم پر خرچ کیا جائے - جو کچھ خرچ کرنا چاہیئے ملک کے اندر کی یونیورسٹی ایجوکیشن کے لئے خرچ کرنا چاہیئے گورنمنٹ نے اس کی یہ سفارش منظور کر لی - چنانچہ اس وقت سے شیڈول کاسٹ اسکالرشپ اسکیم کے اندر جس قدر اسکالرشپ دئے جاتے ہیں ، ملک کے اندر کی ہائر ایجوکیشن کے لئے دئے جاتے ہیں - باہر بھیجنے کے لئے نہیں دئے جاتے - البتہ جنرل اوور سیز اسکالرشپ اسکیم کا دروازہ سب پر کھلا تھا اس کے ماتحت جو امیدولو چلے جا سکتے تھے ، چلے گئے تھے — البتہ یہ جنرل اسکیم (جیسا کہ ہاوس کو معلوم ہے) سنہ ۴۹ء کے بعد ختم کر دی گئی -

[**Maulana Azad:** Yes, the Government would consider this. But the hon. Member ought to know the full circumstances of the case. This is a long story which has often been told in the House. The Government had put into operation a general scheme of Overseas Scholarships under which candidates of all communities were selected on the basis of merit, and were sent

abroad for studies. In addition to this another scholarships scheme for scheduled castes only was put into operation, the funds for which were repeatedly increased. A few scholarships for higher technical education under the latter scheme were granted and candidates were sent abroad. But the results were not encouraging. Two candidates returned to India and even those remaining abroad were not completely successful. In view of this the Scheduled Castes Board (which included representatives and leaders of the community) considered the question afresh. In the end the Board came to the conclusion that the welfare of the community did not lie in spending the Scholarship Fund on education abroad and that whatever is to be spent should be spent on university education in the country itself. The Government accepted the recommendation of the Board. Since then, all the scholarships granted under the Scheduled Castes Scholarship Scheme are granted for higher education in the country and not for education in other countries. The general Overseas Scholarships Scheme was open to all and all the candidates who could be selected under it were selected. This general scheme, as the House is aware, was abolished after 1949.]

श्री पी० एन० राजाभोज : मुझे मंत्री जी से यह पूछना है कि उन्होंने जैसा अभी कहा कि यह विद्यार्थी वहां कामयाब नहीं हुए लेकिन जो विद्यार्थी विलायत से ट्रेनिंग पा कर आ गये हैं क्या गवर्नमेंट ने उन को किसी जगह नौकरी में रखने का प्रबन्ध किया या नहीं ?

[Shri P. N. Rajabhoj: The hon. Minister has stated that these candidates were not successful abroad, but may I know whether the Government have made arrangements to provide employment to the scholars who have returned from abroad after receiving training?]

Shri Veeraswamy: Sir, we have not been able to follow Hindi at all.

श्री पी० एन० राजाभोज : मैं यह पूछ रहा था कि जो विद्यार्थी विलायत से तालीम हासिल कर के आये हैं और गवर्नमेंट ने जो स्कीमें बनाई हैं क्या उन को उस में रक्खा गया है या नहीं ।

[Shri P. N. Rajabhoj: I wanted to know whether the Government have extended the benefit of the schemes formulated by them to these students who have returned after receiving their training abroad?]

Mr. Speaker: Order, order. The hon. Member is trying to enter into arguments. He must ask for information.

Shri M. R. Krishna: May I know whether the Government propose to give any special facilities to the Scheduled Caste students who are now admitted in the University for technical training above the other community students?

مولانا آزاد : میں نے ابھی کہا کہ گورنمنٹ یونیورسٹی ایجوکیشن کے لئے ہر طرح کی آسانی ان کو دے رہی ہے - ہر سال اسکالرشپ دئے جاتے ہیں - جنکی تعداد سیکڑوں تک پہنچ چکی ہے -

[Maulana Azad: I have just now said that the Government is providing them with all kinds of facilities for university education. Scholarships, the number of which has gone upto many hundreds, are granted every year.]

श्री पी० एन० राजाभोज : क्या इन विद्यार्थियों को बाहर बिल्कुल नहीं भेजा जायेगा और उन का भेजा जाना बिल्कुल बन्द कर दिया गया है ?

[Shri P. N. Rajabhoj: Would these scholars not be sent abroad at all and has their sending abroad been stopped?]

مولانا آزاد : میں ابھی بتا چکا ہوں کہ اوورسیز اسکالرشپ کی جلول اسکیم کا دروازہ سب پر کھلا ہوا تھا اور میرٹ پر چناؤ ہوتا تھا - اسکے علاوہ ایک دوسری اسکیم چل رہی ہے جو خاص شیڈول کاسٹ کے لئے ہے - اسکے اندر جو اسکالرشپ دئے جاتے ہیں ، وہ صرف ملک کی اندر کی ہائر تعلیم کے

لئے ہوتے ہیں - باہر جانے کے لئے نہیں ہوتے - چار پانچ برس ہوئے شیڈول کاسٹ سلیکشن بورڈ نے یہ سفارش کی تھی ، اور گورنمنٹ نے اسے منظور کیا تھا -

[**Maulana Azad:** I have just now said that the general overseas scholarships scheme was open to all, under which candidates were selected on the basis of merit. In addition there is another scheme only for scheduled castes. Under this scheme scholarships are granted only for higher education within India, and not for abroad. The Scheduled Castes Selection Board made this recommendation about four years ago and it was accepted by the Government of India.]

श्री पी० एन० राजाभोज : मैं यह पूछना चाहता हूं .....

[**Shri P. N. Rajabhoj:** I want to know.....]

Mr. Speaker: Order, order. The hon. Member is not entitled to argue here. I do not allow this question to go on. He should not carry on argument in that manner. Next question now.

Shri P. N. Rajabhoj: We have not understood what the hon. .....

Mr. Speaker: The hon. Member, to my mind, has prejudiced himself. He kept on standing, in spite of my asking him to resume his seat. He persisted and kept on standing. I am not going to encourage that kind of attitude on the part of the hon. Member. In fact, I had half a mind to allow his point and request the hon. Minister to ask the Deputy Minister to answer the question. But he persists in a conduct, by which no proceedings of this House can be conducted.

Shri Veeraswamy: Some gist may be given, Sir.

Mr. Speaker: I know. But the proceedings must be conducted in a dignified manner. There are so many questions here. The House is interested in a number of questions. The hon. Members may be interested in a few questions. But the point is that all questions have to be taken as far as possible. Members are clearly entering into an argument. Argument is not permissible on Questions. They must ask for information and the moment the next Question is called, they must resume their seats. And the only remedy in my hands is not to call upon those Members again to put any supplementaries if they persist in that manner.

Shri H. N. Mukerjee: May I raise a point of order, Sir?

Mr. Speaker: No.

Central Advisory Board of Education

***565. Pandit Lingaraj Misra:** (a) Will the Minister of **Education** be pleased to state whether it is a fact that the Central Advisory Board of Education had recommended the abolition of the practice of realising Capitation Fees for admission of students into Educational Institutions from States other than those running or aiding such Institutions?

(b) If so, has the recommendation of the Central Advisory Board been accepted and acted upon by all the States of the Union?

(c) If not, what steps have been taken by Government to give effect to the recommendation of the Central Advisory Board of Education?

The Parliamentary Secretary to the Minister of Education and Natural Resources and Scientific Research (Shri K. D. Malaviya): (a) Yes.

(b) and (c). The majority of the States have accepted the recommendation and the matter is under discussion with the few that have not so far finally agreed.

Pandit Lingaraj Misra: Is the hon. Minister aware that in some educational institutions the amount of fees charged exceeds even Rs. 200 a month?

Shri K. D. Malaviya: The States which have not yet agreed may be charging exorbitant amounts—the hon. Member probably knows more about it. But as I said, the matter is under discussion and we are trying to persuade such States to abolish this fee.

All India Council for Technical Education

***566. Shri B. Shiva Rao:** Will the Minister of **Education** be pleased to state:

(a) the personnel and functions of the All India Council for Technical Education;

(b) the number and places of meetings held by the Council during the years 1950-51 and 1951-52; and

(c) the action taken by Government on the recommendations of the Council?

منسٹیر آف ایجوکیشن ، نیچرل ریسورسز اینڈ سائنٹیفک ریسرچ (مولانا آزاد) : (اے) گورنمنٹ نے جو ریزولوشن اس بارے میں منظور کیا تھا اس کی ایک کاپی ہاؤس کی ٹیبل پر رکھ دی گئی ہے۔ اس سے حال معلوم ہو جائیگا۔ پرانی کونسل کی مدت ۲۹ اپریل ۱۹۵۲ کو ختم ہو گئی تھی۔ اس لیے ضروری ہو گیا تھا کہ نئی کونسل بنائی جائے۔ نئی کونسل بنائی جا رہی ہے۔ لیکن کن کن آدمیوں کو اس میں لیا جائے گا اس پر ابھی سوچ وچار کیا جا رہا ہے۔

(بی) کلکتہ میں دو میٹنگیں ہوئی تھیں۔

(سی) ایک اسٹیٹمنٹ ہاؤس کی ٹیبل پر رکھ دیا گیا ہے۔

[The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) A copy of the Government Resolution establishing the All India Council for Technical Education, which *inter alia* gives the functions of the Council is laid on the Table of the House. (*See* Appendix III, annexure No. 35.)

The personnel of the Council is not yet complete as the term of the old Council came to an end on the 29th April 1952, and the new Council is now in the process of being formed.

(b) Two meetings were held at Calcutta.

(c) A statement giving the information is laid on the Table of the House. (*See* Appendix III, annexure No. 36.]

Shri B. Shiva Rao: May I ask whether in reconstituting this Council my hon. friend will bear in mind the needs and interests of the different States and not allow any single State to dominate the proceedings of the Council?

مولانا آزاد : ہاں ، یہ بات ضرور گورنمنٹ کے سامنے رہے گی۔

[Maulana Azad: Yes, the Government will bear this in mind.]

श्री एस० एन० दास : क्या मैं जान सकता हूं कि आल इंडिया कौंसिल आफ़ टेकनिकल एजुकेशन ने जो एक तजवीज़ की थी कि उस को स्टेचूटरी पावर्स दी जायें, उस के बारे में गवर्नमेन्ट ने क्या फ़ैसला किया।

[Shri S. N. Das: May I know what decision the Government of India have taken with regard to the proposal of the All-India Council of Technical Education that they be given statutory powers?]

مولانا آزاد : گورنمنٹ نے غور کیا۔ لیکن وہ تجویز اس نے مناسب نہیں سمجھی۔

[Maulana Azad: The Government considered this proposal but did **not** find it suitable.]

Export of Monazite Sand

*567. **Shri T. K. Chaudhuri:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) what income the Tranvancore Government used to make from export and utilisation of monazite sand deposits before independence;

(b) how many factories were working and how many labourers they employed;

(c) what amount of raw materials or finished products were exported to foreign countries, and what was the value of these materials; and

(d) what has happened to these factories after independence?

The Parliamentary Secretary to the Minister of Education and Natural Resources and Scientific Research (Shri K. D. Malaviya): The following information has been furnished by

the Government of Travancore-Cochin :

(a) Monazite sand was not processed in Travancore but exported. Income of the State from export of monazite sand in the year prior to independence *i.e.* 1946-47 was approximately Rupees fifty-eight thousand.

(b) Six factories were engaged in separating monazite from other sands and two thousand labourers were employed in these factories.

(c) Two hundred and eighty-seven tons of monazite valued at Rupees ninety three thousand were exported during 1946-47.

(d) The State has purchased three factories and remaining three are continuing to work as private factories.

The export of monazite sand was banned because it is a 'prescribed substance' under the Atomic Energy Act. Since then, the Government of India have set up a factory for processing monazite sand at Alwaye. This factory is under the Indian Rare Earths Ltd. and is jointly financed by the Government of India and the Travancore-Cochin State in the proportion of 55 to 45. A statement giving the products of the factory is laid on the Table of the House. [*See* Appendix III, annexure No. 37]

The setting up of the factory ensures that fissionable material will remain in the country and will bring to the State much more revenue that it would get by allowing export of monazite sand.

The Government of India allow the export of ilmenite sand provided it does not contain more than 0·1 per cent. of monazite.

Shri Meghnad Saha : Will the hon. Member kindly state whether any of the minerals which are made out of monazite in this country will be made available to the scientific workers of the country?

Shri K. D. Malaviya : Some of the products that are being worked out of this monazite are thorium nitrate...

The Prime Minister (Shri Jawaharlal Nehru) : He wants to know whether they will be made available to scientific workers.

Shri K. D. Malaviya : Yes, Sir. They will all be available to the scientific research workers.

Shri Meghnad Saha : We find that we are in great need of these materials but up to this time we have not been able to obtain even a fraction of a gram of them. So, I would like to know whether the factories are turning out anything or are simply lying idle.

Shri K. D. Malaviya : They are shortly to start work.

Shri N. S. Nair : Are the Government aware that the specification of 0·1 per cent. of monazite in ilmenite is causing great difficulties to factory owners as well as workers?

Shri K. D. Malaviya : That is a question of opinion.

Shri P. T. Chacko : May I know whether the factory at Alwaye has actually gone into production now?

Shri K. D. Malaviya : It has not yet gone into production but it is very likely that very shortly it will start production.

Shri P. T. Chacko : May I know whether the labour employed at the factory at Alwaye belongs to the State of Travancore-Cochin or has been imported from outside?

Shri K. D. Malaviya : I cannot specifically say that any labourer from outside has been imported but I presume that recruitment must have been made locally.

Shri Matthen : Will the hon. Member be pleased to state what is the world price of monazite today and how does it compare with the price at which Rare Earths Ltd. Alwaye have contracted to purchase from the Travancore-Cochin State?

Shri K. D. Malaviya : I cannot say just now how the prices compare.

Shri Matthen : If the hon. Member will take my information.....

Mr. Speaker: Order, order. He may give it privately.

Foreign Training

*568. **Shri L. J. Singh:** Will the Minister of **Education** be pleased to state how many students are sent abroad annually by the Government of India for foreign training or education from Part 'C' States?

منسٹر آف ایجوکیشن - نیچرل ریسورسز اینڈ سائنٹیفک ریسرچ (مولانا آزاد): منسٹری آف ایجوکیشن کے سنٹرل

اسٹیٹ اسکالرشپ اسکیم کے اندر صرف ایک اسکالرشپ ہر برس پارٹ سی اسٹیٹ کے کسی ودیارتھی کو دیا جاتا ہے - لیکن ملک کے دوسرے حصوں کی طرح پارٹ سی اسٹیٹس کے ودیارتھیوں کو بھی پورا موقع حاصل ہے کہ وہ گورنمنٹ آف انڈیا کی جنرل اسکالرشپ اسکیم سے فائدہ اٹھائیں -

[**The Minister of Education and Natural Resources and Scientific Research (Maulana Azad)**: Under the Central State Scholarship Scheme administered by the Ministry of Education one scholarship is awarded annually to a student belonging to the Part 'C' States. Students from these States are, however, eligible to compete for other scholarships also.]

Shri L. J. Singh: What is the basis of selection? Is it based on a competitive examination or on any other basis?

Mr. Speaker: I think this question has been answered earlier today and the *modus operandi* was given.

Shri L. J. Singh: May I know whether each Part 'C' State is entitled to the allocation of at least one scholarship?

مولانا آزاد : بات یہ ہے کہ اسکالرشپ کی جو اسکیم بنائی جاتی ہے وہ یہ دیکھ کر نہیں بنائی جاتی کہ کن کن اسٹیٹوں کے آدمیوں کو دیا جائے - وہ تو سب کے لئے ہوتی ہے - سنہ ۱۹۲۹ع میں پرانی گورنمنٹ کے سامنے کوئی تجویز آئی تھی - اس وقت سے یہ چیز رکھی گئی کہ جو جگہیں ایسی ہیں کہ جن کی دیکھ بھال ڈائریکٹ گورنمنٹ آف انڈیا کے نیچے ہے - وہاں سے ہر برس ایک ودیارتھی کو اسکالرشپ دیا جائے دہلی ، اجمیر ، کورگ ایسی اسٹیٹس ہیں - ایک برس دھلی کے ودیارتھی کو بھیجا جاتا تھا - دوسرے برس اجمیر کا - تیسرے برس تیسرے کا - اس طرح یہ اسکالرشپ دیا جا رہا تھا - اور ہم نے اسے بند نہیں کیا - چونکہ یہ فائدہ کی بات تھی - چنانچہ یہ اسکالرشپ اب بھی دیا جا رہا ہے -

[**Maulana Azad:** The fact is that no scholar scheme is drawn up from the point of view of selecting candidates from particular States. Such schemes are for all. In 1926 a proposal came up before the late Government of India. Since then it was decided that one scholar from areas under the direct supervision of the Government of India, should be awarded a scholarship each year. Delhi, Ajmer and Coorg are such states. Every year one scholar from one of these states was sent abroad for studies. This is advantageous and we have not stopped giving this scholarship.]

Short Notice Question and Answer

DEATH OF CATTLE IN RAYALASEEMA

Dr. Gangadhara Siva: (a) Will the Minister of **Food and Agriculture** be pleased to refer to the news item in the "Statesman" dated the 28th May, 1952 and state whether it is a fact that six thousand agricultural cattle had died in Rayalaseema due to heavy cold winds in Cudappah district?

(b) Is it also a fact that relief work has been dislocated on account of heavy rains which are causing hardships to the Agricultural labourers?

(c) What further action do Government propose to take to alleviate the hardships of Rayalaseema agriculturists caused by the rains?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) According to the latest report, 1192 heads of cattle have died of rains in Cudappah district.

(b) There was temporary dislocation due to heavy floods. Relief works were resumed immediately after the rains.

(c) It is proposed to continue the present relief works and other necessary measures until normal conditions

are restored. Under (c), I should also add that at present agricultural labour have taken to ploughing of the land and sowing of the early crop. Attendance at relief centres is therefore reduced, but it is expected that as soon as sowing is over, it will go up. People affected by rains were immediately given free foodgrains. Loans are granted and foodgrains are made available both by Government and by charitable institutions. Hut-making materials are freely supplied wherever necessary.

Dr. Gangadhara Siva: May I know whether it is not a fact that a heavy toll of heads of cattle took place in Rajampet taluk of the Cudappah district?

Shri Karmarkar: As I said, 1192 heads of cattle have died. I do not know how much of this number was from this particular taluk. If he is particular, we shall find out if possible.

Dr. Gangadhara Siva: May I know whether it is not desirable for the Government to give aid and loans to agriculturists, and in particular to scheduled castes who are economically depressed in this most unfortunate part of Rayalaseema?

Mr. Speaker: He is making a suggestion for action and not asking for information. Has he any further questions to ask?

Dr. Gangadhara Siva: May I know whether any immediate aid was given by the Prime Minister from his discretionary grant?

Dr. P. S. Deshmukh: May I know if any assistance has been given to the persons whose cattle have been lost? What is the form that this assistance has taken? I am referring to the agriculturists.

Shri Karmarkar: People who lost cattle are included among the people helped.

Dr. P. S. Deshmukh: Are any loans being given to them, or are cattle being supplied to them?

Shri Karmarkar: Whatever has been done has been explained by me *in extenso*.

Shri B. S. Murthy: May I know whether top priority has been given to transport of fodder from surplus areas to Rayalaseema?

Shri Karmarkar: I should presume so, but I should like to find out.

Shri Eswara Reddi: Does the Government realise the necessity of giving help to Rayalaseema peasants by way of loans so as to enable them to buy cattle and carry on cultivation?

Mr. Speaker: He is making a suggestion.

Dr. P. S. Deshmukh: As a result of the assistance given, how many agriculturists who would have otherwise been incapable of cultivating are in a position to go on with their cultivation? What is the number of the persons who have been assisted?

Shri Karmarkar: It would be difficult to say offhand how many people in number have been helped. But as I have said, loans are granted and foodgrains are made available both by Government and charitable institutions and I presume that this assistance is being made available to those who deserve it.

Dr. Gangadhara Siva: With due respect to the Prime Minister who has already given aid to Rayalaseema, may I know from the Prime Minister the desirability of his giving immediate relief from his discretionary grant?

Pandit Thakur Das Bhargava: May I know if any arrangements have been made for the cultivation of the lands of those who have lost their cattle? I mean, has any loan been made of tractors or have their lands been cultivated with the help of tractors by the State itself?

Shri Karmarkar: I do not know about tractors, but obviously these loans that are granted are to help cultivation.

Mr. Speaker: I am going to the next business.

WRITTEN ANSWERS TO QUESTIONS

INSTITUTE OF TECHNOLOGY

*552. **Sardar Hukam Singh:** (a) Will the Minister of **Education** be pleased to state whether any professors from abroad have been taken on the teaching staff of the Institute of Technology, Kharagpur?

(b) If so, what is their number and what particular subjects of Technical Education have been entrusted to them?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) Yes.

(b) Six Professors from abroad are working in the Institute. Their subjects are:—

(i) Civil Engineering (Concrete Technology).

(ii) Hydraulics and Dam construction.

(iii) Mechanical Engineering.

(iv) Architecture and Town Planning.

(v) Marine Engineering and Naval Architecture.

(vi) Workshop Technology.

CONTRIBUTION OF ASSAM

*570. **Shrimati Khongmen**: (a) Will the Minister of **Finance** be pleased to state the amount of money contributed by Assam State to the centre annually out of its income from **Tea and Petrol**?

(b) What is the total amount of money given to Assam for the year 1951 and the proposed grant to be given for the year 1952?

The Minister of State for Finance (Shri Tyagi): (a) No amount of money is contributed by the Assam State to the Centre. I presume the hon. Member is referring to realisations by the Central Government of Excise and Export duties on Tea and Central Excise duty on Motor Spirit. The realisations in Assam on account of excise duty were as follows in 1951-52.

	Excise Duty (Rs.)	
Tea	2,59,54,000	(The figures for Tea are provisional).
Motor Spirit	1,40,75,000	...

Export duties which are collected at ports cannot be related to the products of any particular State, so that it is not possible to say accurately what part of such duties is attributable to products of the State of Assam.

No export duty is leviable on Motor Spirit.

(b) No portion of the Central Excise or Export duties, as such, is payable to any of the State Governments in respect of Tea or Motor Spirit. I, however, place on the Table of the House a statement showing the Central assistance provided to Assam in 1951-52. [*See* Appendix III, annexure No. 38].

Proposals regarding Central assistance in 1952-53 are still under consideration.

DECIMALISATION OF COINAGE

*571. **Shri H. N. Mukerjee**: Will the Minister of **Finance** be pleased to state:

(a) whether the Provisional Government of India in 1947 had given a public assurance that legislation for the decimalisation of coinage, weights and measures was intended to be rapidly passed;

(b) whether it is a fact that a special committee appointed by the Government of India had unanimously recommended early adoption of decimal coinage and the metric system of weights and measures; and

(c) what action has been taken or is proposed to be taken, by Government in regard to this matter?

The Minister of Finance (Shri C. D. Deshmukh): (a) I am not aware of any such assurance having been given by the Provisional Government of India. The Bill providing for decimalisation of coinage, which was introduced in the Legislative Assembly in February 1946, was allowed to lapse, as no progress could be made before the partition of India.

(b) No Committee was appointed by the Government of India to consider the question of decimalisation of coinage. In 1949 the Indian Standards Institution appointed a special committee on weights and measures. The Committee expressed itself in favour of the introduction of metric system of weights and measures by stages. The Committee also recommended the adoption of decimalised currency to presede the introduction of metric system of weights and measures.

(c) On the question of introduction of metric system of weights and measures, I would invite the attention of the hon. Member to the reply given on the 18th September, 1951, by the hon. Minister of Commerce and industry to Starred Question No. 257 by Shri Kesava Rao. As regards decimal coinage, the Government of India consider that an enormous amount of preparation will have to be undertaken both by the Central and the State Governments before this could be introduced and this will impose a severe strain on the administrative machinery. It will also

entail similar preparations in the private sector which, it is apprehended, will cause considerable dislocation to trade and business. In the context of the present difficult economic situation, the Government have come to the conclusion that the time is not yet opportune for introducing such a radical change in the coinage system of the country. The question is, however, reviewed by Government periodically.

GEOLOGICAL SURVEY

*572. **Shri Sanganna:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) How many times during the last five years, Geological Survey was carried out in the Districts of Koraput and Phulbani (Orissa);

(b) what were the results of the survey; and

(c) what mineral ores were discovered in each district?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): (a) It is reported by the Director, Geological Survey of India that in three field seasons, *viz.* 1947-48, 1948-49 and 1949-50, routine geological mapping was undertaken in the Koraput and Phulbani (now known as Boudh) districts. In the field seasons 1950-51 and 1951-52, investigations for zinc in Koraput and tourmaline in Boudh and mineral survey in Boudh subdivision were included in the programme of work but could not be undertaken for want of officers.

(b) and (c). The systematic mapping revealed presence of rock-formations likely to yield graphite, quartz-felspar; quartzites with sillimanite, crystalline limestone, muscovite bearing mica-pegmatites, sandstones, laterites, calcites; biotite and garnet.

EXPORT DUTY ON JUTE

*573. **Shri Tushar Chatterjea:** Will the Minister of **Finance** be pleased to state:

(a) what is the total amount of revenue received in 1951-52 from Export duty on jute and jute-goods; and

(b) what is the fall in revenue after the curtailment of the Export Duty was made?

The Minister of State for Finance (Shri Tyagi): (a) The total amount of revenue received in 1951-52 from export duty on jute and jute-goods is Rs. 59 crores and 33 lakhs.

(b) Export duty on hessians was reduced from Rs. 1,500 to Rs. 750 per ton with effect from the 19th February 1952. On the basis of quantities actually exported after that date an additional Rs. 2·25 crores would have been payable if the Rate of duty had remained unaltered.

SECONDARY EDUCATION COMMISSION

100. **Shri K. C. Sodhia:** Will the Minister of **Education** be pleased to state when Government propose to set up the Commission for Secondary Education, as announced by the hon. Minister?

The Minister of Education and Natural Resources and Scientific Research (Maulana Azad): Steps are already being taken to set up the Commission which is expected to start work some time in October, 1952.

RENEWALS RESERVE FUND

101. **Shri M. L. Dwivedi:** Will the Minister of **Finance** be pleased to state:

(a) whether the committee of experts for evolving a uniform policy for all Ministries for allocating contributions to the Renewals Reserve Fund as recommended by the Public Accounts Committee has been set up; and

(b) whether the Posts and Telegraphs Department have undertaken an examination of the accounts with reference to para. 8 of the Appropriation Accounts, Posts and Telegraphs, as recommended by the Committee.

The Minister of State for Finance (Shri Tyagi): (a) The matter is under consideration.

(b) Yes. A Committee has been set up for the purpose, and the report is expected very soon.

AGENCY COMMISSION

102. **Shri S. G. Parikh:** (a) Will the Minister of **Finance** be pleased to state whether it is a fact that Managing Agents of Companies are under the provisions of the Companies Act, 1913, entitled to certain percentage of profits as agency commission?

(b) Has it come to the notice of Government that some Managing Agents do not charge their commission but voluntarily surrender their commissions to the funds of the companies to strengthen the position of the companies?

(c) Is Government in a position to lay on the Table of the House a list

of the companies the Managing Agents of which surrendered their commissions in the year 1951-52?

(d) Is the commission voluntarily surrendered liable to income-tax?

(e) Have Government considered the question of exempting such commissions, if credited to the reserve fund or depreciation fund of the companies, from the payment of income-tax therein?

The Minister of State for Finance (Shri Tyagi): (a) Yes, under section 87C of the Indian Companies Act.

(b) Yes, in some cases managing agents have surrendered their remuneration.

(c) The number of cases where managing agents have surrendered a part or whole of their remuneration is not readily available. The information will have to be collected from income-tax officers all over India and the result likely to be achieved will not be commensurate with the amount of time and labour involved.

(d) This depends upon the facts and circumstances of each case, and it is not possible to give a general answer to this question.

(e) No such case has so far come to the notice of Government and there has not been any occasion to consider this.

HUMANITARIAN WORKS

103. Dr. M. M. Das: (a) Will the Minister of Defence be pleased to state what assistance has been given by our Defence Forces to the Civil authorities in humanitarian and relief works in India during 1951-52 and the current year?

(b) What is the expenditure incurred by the Defence Department and the number of Armed forces employed in each of these relief works?

(c) Will Government lay on the Table of the House a brief account of the work done by the Army in Rayalaseema?

The Minister of Defence (Shri Gopalaswami): (a) to (c). During the year 1951 and the current year, Armed Forces rendered assistance to the civil authorities in (i) anti-locust campaign in Rajasthan and East Punjab, (ii) famine relief in Bihar, (iii) flood relief in Assam, and (iv) famine relief in Rayalaseema.

A statement, showing the extent and nature of relief afforded and assistance rendered, is placed on the Table of the House. [*See* Appendix III, annexure No. 39.]

A brief account of the work done by the Armed Forces in Rayalaseema has also been included in the statement.

Expenditure incurred by the Armed Forces on these occasions, has not been separately recorded, but it is the general policy that extra expenditure (i.e. expenditure over and above that on the normal pay and allowances of troops, etc.) is borne by the State Governments or Civil Departments of the Government of India concerned.

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THE

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Friday, 6th June, 1952.

The House met at a Quarter Past Eight of the Clock.

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

9-17 A.M.

JOINT COMMITTEE ON PAYMENT OF SALARIES AND ALLOWANCES TO MEMBERS.

Mr. Speaker: I have to inform the hon. Members that I have, in consultation with the Chairman of the Council of States, appointed a Joint Committee of the Houses of Parliament consisting of Shri M. Ananthasayanam Ayyangar, Shri S. N. Sinha, Shri C. D. Deshmukh, Shri A. K. Gopalan, Shrimati Sucheta Kripalani, Dr. S. P. Mookerjee, Shri Hukam Singh, Shri U. S. Malliah, Pandit Thakur Das Bhargava and Shri Tulsidas Kilachand of the House of the People; and Shri Lal Bahadur Shastri, Shri Amolak Chand, Pandit Hirday Nath Kunzru, Mrs. Pushpalata Das and Shri Sundarayya of the Council of States to consider and report to Parliament—

(i) (a) Whether it is desirable to change wholly or partly the present system of the payment of daily allowances to the Members of Parliament and if so, whether such payments should be wholly by salaries or partly by salaries and partly by allowances:

(b) In case the system of salaries or salaries *cum* allowances is proposed or the present system of daily allowances is to be continued what amount should be paid as salary and or allowances and on what conditions; and

(ii) Whether instead of cash allowance paid to the Members for travelling, they should get a free railway pass for travelling to Delhi and back in connection with such journeys as are undertaken on the business of Parliament; and if so, on what conditions such free railway pass should be used.

2. Shri M. Ananthasayanam Ayyangar will be the Chairman of the Committee.

3. The Committee is a Parliamentary Committee and shall have all the powers and privileges of a Parliamentary Committee.

Shri B. Shiva Rao (South Kanara—South): May I ask whether there is any time-limit within which the Committee has to report?

Mr. Speaker: It will report within a reasonable time, and since it is a Committee of the Members of Parliament it should be left to it to decide what time is reasonable. But I expect the Committee will report as early as it possibly can.

Shri M. L. Dwivedi (Hamirpur Distt): May I know whether other hon. Members can also participate in the deliberations of this Committee? Can they watch its proceedings?

Mr. Speaker: This Committee is to make recommendations.

Shri Kazmi (Sultanpur Distt.—North *cum* Faizabad Distt.—South West): May I ask whether this Committee will take any evidence from the Members of this House? How will it proceed with its work?

Mr. Speaker: The Committee is to lay down its own procedure. The terms of reference as I have stated, and whatever the Committee wants by way of documents, oral evidence etc. are left to it to go into. It will have the right to do so.

Shri Gadgil (Poona Central): Will they hear the views of Members who are not included in the Committee?

Mr. Speaker: Any Member can send his views to the Committee. Obviously, the whole House cannot be sitting in a Committee on a question of this type.

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): Will the decision of the Committee come before Parliament and will we have a chance of discussing this question?

Mr. Speaker: This is a Parliamentary Committee set up for the purpose of studying this question and making recommendations to the House. Its report will certainly be submitted to the House

Shri S. V. Ramaswamy (Salem): Is there any quorum fixed for the Committee?

Mr. Speaker: The rules provide statutorily what the quorum is.

INDIAN TEA CONTROL (AMENDMENT) BILL

The Deputy Minister of Commerce and Industry (Shri Karmarkar): I beg to move for leave to introduce a Bill further to amend the Indian Tea Control Act, 1938.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Tea Control Act, 1938.

The motion was adopted.

Shri Karmarkar: I introduce the Bill.

RAILWAY BUDGET—DEMANDS FOR GRANTS—*Contd.*

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion is:

"That a sum not exceeding Rs. 17,13,91,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Administration'."

(i) *Non-restoration of prewar trains between Ratlam and Ajmer.*

(ii) *Economy in expenditure.*

Shri U. M. Trivedi (Chittor): I beg to move:

(i) "That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

(ii) "That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Arbitrary Discharge and suspension of Railway Employees under Security Rules

Shri T. K. Chaudhuri (Berhampore): I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Goods trains for carrying food grains to Famine Affected Areas

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Stores Purchase Policy.

Shri Meghnad Saha (Calcutta—North—West): I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Passenger Amenities

Shri S. S. More (Sholapur): I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

Mr. Speaker: These cut motions are now before the House for discussion.

जनाब अमजद अली : माननीय अध्यक्ष जी, मैं अपना भाषण हिन्दी में देना चाहता हूं। मेरी मादरी जबान हिन्दी नहीं है।

मैं उस इलाके से आया हूं जहां कि आसामी बोली जाती है। मेरे कहने का मतलब यह नहीं है कि क्योंकि मेरे करमफरमां दोस्त लाल बहादुर शास्त्री खुद भी हिन्दी में बोलते हैं और हिन्दी में बोलना पसन्द करते हैं। इसी ये उन को खुश करने के लिये मैं हिन्दी में नहीं बोलता हूं बल्कि इस लिये कि मैं जानता हूं कि इस का अच्छा बिगिनिंग (beginning) होना चाहिये ताकि १५ साल बाद हिन्दी बोली जा सके। मेरे हिन्दी बोलने की कोशिश करने में अगर मेरे मुंह से टूटी फूटी हिन्दी निकले तो आप उसे माफ करेंगे।

शुरु में मैं यह कहना चाहता हूं कि जो दो कट मोशन (cut motions) मैं ने दिये हैं वह दो रेलवे लाइन्स के एक्सटेंशन (extension) के बारे में हैं। एक तो बोनगांईगांव से गोहाटी तक जोगीघोपा ग्वालपाड़ा होकर है जिस में जोगीघोपा से पंचरत्न तक ब्रह्मपुत्र पर पुल बनाना होगा। और दूसरा मेरा कट मोशन पांडू से गार हिल्स में बाघमरा तक लाइन बढ़ाने के लिये है। माननीय मंत्री इन दोनों बातों को याद रखें ताकि जब जवाब देने का वक्त आये तो वह फैसला कर सकें कि वह इस को किस हद तक कर सकते हैं।

एक बात के बारे में मैं और जिक्र कर देना चाहता हूं कि जोगीघोपा से पंचरत्न तक ब्रह्मपुत्र पर पुल बनाया जा रहा है या नहीं! जिस लाइन का मैं ने शुरू में जिक्र किया था, जोगीघोपा ग्वालपाड़ा हो कर, उस के बारे में मैं बतलाना चाहता हूं कि वह किस कदर खतरनाक है। यह आप इसी से समझ सकते हैं कि लड़ाई के जमाने में जो बरमा फ्रन्ट पर फौजें भेजी जाती थीं वह इस लाइन को छोड़ कर भेजी जाती थीं और उन के लिये पचरत्न से गोलाघाट तक दूसरा रास्ता बनाया गया था। इस रास्ते से फौजें और लड़ाई का सामान ले जाया जाता था। दूसरी लाइन जो मैं प्रपोज (propose) कर रहा हूं वह पांडू से गारो हिल्स तक है। गारो हिल्स में (Coal and Limestone) के बहुत से रिसोर्सेज (Resources) हैं जो कि टैप (tap) होने लायक हैं। उन के टैप होने के बाद इस बात की जरूरत होगी कि उन को गारो हिल्स से बाहर लाने के लिये कम्युनिकेशन (communication) हो। रेलवे मंत्री इन दोनों चीजों को अपने मद्देनजर रखते हुए एक्सटेंनशन के लिये कोशिश करें।

दूसरी बात मैं जो कहना चाहता हूं वह उस कट मोशन के मुताल्लिक है जो आर्डर पेपर में नम्बर ३१६ पर ग्रांट नम्बर ४ में दिया हुआ है :

"To discuss the policy of arbitrary discharge and suspension of railway employees under security rules".

जो सिक्यूरिटी रूल्स (Security Rules) मेरे हाथ में हैं उन का पैराग्राफ ३ मैं पढ़ कर सुनाता हूं। वह इस तरह है :

"A member of the Railway service, who in the opinion of the competent authority, is engaged in or is reasonably suspected to be engaged in subversive activities, or is associated with others in subversive activities in such a manner as to raise doubts about his reliability, may be compulsorily retired from service, or have his service terminated by the competent authority after he has been given due notice or pay in lieu of such notice in accordance with the terms of his service agreement;..."

मैं समझता हूं कि रेलवे एम्पलाइज (Railway Employees) के लिये यह मौजू नहीं है। यह तो एक ऐंजिन आफ आप्रेशन (Engine of Oppression) है, यह तो जुल्म है। मैं तो कह सकता हूं कि यह उस तरह का है जैसा कि हमारा प्रिवेंटिव

[जनाब अमजद अली]

डिटेंशन ऐक्ट (Preventive Detention Act) है। इस कानून को रेलवे रूल्स में नहीं रखना चाहिये। जब भी रेलवे का कोई मुलाजिम अपने अफसरों को नागवार मालूम होने लगता है और वह उस को रखना नहीं चाहते तो वह उस के खिलाफ इस कानून के मातहत चार्जशीट (charge sheet) भेज देते हैं और वह निकाल दिया जाता है।

मैं मिसाल के तौर पर जो एक मिसालें मेरे पास मौजूद हैं, वह पेश करना चाहता हूं। वह इस तरह हैं :

"Whereas in the opinion of the competent authority, as defined in Rule 2 of the Railway Services (Safeguarding of National Security) Rules, 1949 (who in your case is the Chief Engineer, E.I. Rly.) you were reasonably suspected to be a member of the Communist Party of India and were associated with others in subversive activities in such a manner as to raise doubts about your reliability. Though a Government employee you advocated and were systematically inciting the Railway workers to acts of sabotage, violence and lawlessness and thus to create a state of chaos and confusion in the country in furtherance of the programme of the party."

The above-named employee was first arrested under the West Bengal Security Act, which has been declared *ultra vires*, and then continued to be under detention under the B.C.L.A. Act. The very same charges were given to him for detention. After his release by the Government in the normal review, he was served with the same charges under the Railway Service Rules. Moreover, the charges are all vague, absurd and irresponsible.

यह जो कहा गया, यह भी बहुत वेग (vague) है। इस का सबूत कुछ नहीं है। मगर चूंकि उस को निकाला जा रहा है इसलिये यह चारजेज (Charges) उस के खिलाफ लगाये गये।

दूसरी मिसाल इस तरह की है—

"Whereas in the opinion of the competent authority.....You as a member of the Executive Committee of the branch of the E.I. Rail-Road Workers' Union carried on propaganda among the Railway employees in favour of the last threatened general strike in the Railway with the object of paralysing communications and movements of essential supplies and thereby creating chaos and disorder in the country."

To be an office-bearer of the Union is an offence. This is an attack on the Trade Union rights, guaranteed by the Constitution and permitted by the law of the land.

मगर फिर भी उसको निकाला गया। एक केस जो मेरे हाथ में है वह यह है कि आसाम के एक शख्स को मुअत्तल किया जा रहा है ;

"Whereas in the opinion of the competent authority.....You were the Organising Secretary of the Eastern Bengal Railway Workers' Union. You were also the Asstt. Secretary of the Bengal Assam Railway Workers' Union, which was subsequently renamed as Bengal and Assam Rail-Road Workers' Union; you were its Secretary; with the change of the name of the Union to E.I. Rail-Road Workers' Union you were elected its Organising Secretary; in the course of Union activities you, though a Government employee, carried on Communist propaganda among the Railway workers, collected money for the Union fund, addressed meetings of Railway workers, fomented discontent and incited them to resort to strike."

ये सब चीजें हैं जिन से मालूम होता है कि शुरू से निकालने के लिये कोशिश होती है और किसी तरह से किसी हद तक उस के खिलाफ चार्जेज लगाये जाते हैं और वेग चार्जेज पर उस को निकाला जाता है। तो मैं कहना चाहता हूं कि ये जो रूल्स हैं उन में सिर्फ तबदीली ही नहीं होनी चाहिये बल्कि उन को हटा देना चाहिये। ये रूल्स स्टैटूट बुक (Statute Book) में नहीं रहने चाहियें।

दूसरी बातें जो मैं कहना चाहता था वह रेलवे पौर्टर्स (Railway Porters) के बारे में हैं जो लाइसेंस्ड

पोर्टर्स (Licensed Porters) हैं, जो मुसाफिरों का, ट्रैवलर्स (travellers) का, माल स्टेशन पर एक जगह से दूसरी जगह को ले जाते हैं उन को रेलवे पोर्टर्स कहते हैं। उन को एक खास तौर से लाइसेंस दिया जाता है। तो लाइसेंस देने की कंडीशन यह है । लाइसेंस पोर्टर्स को दिन में ८ घंटे काम करना पड़ता है, और उस में से रेलवे इम्प्लाईज के काम के लिये दो घंटा देना पड़ता है, यानी दो घंटा रेलवे के बाबू अपने काम में खटाते हैं मगर पैसा कुछ नहीं देते हैं। यह उन का हक है कि अगर किसी का काम करें तो उन से पैसा लें; लेकिन यह मालूम नहीं किस हिसाब से उनको दो घंटे और खटाया जाता है और उस का पैसा कुछ नहीं दिया जाता। यह हो सकता है कि कभी नमूने के तौर पर किसी बाबू ने जो कि अच्छा बाबू हुआ उस ने दे दिया लेकिन जो खराब हैं वह नहीं देते । खैर यह तो निजी बात है। मगर रेलवे की तरफ से इस तरीके की हरकत कि उन को बिना पेमेंट दो घंटे खटाना मेरे ख्याल में बेजा है और ऐसा होना नहीं चाहिये । यह सवाल मैं ने आप के सामने इसलिये पेश किया क्यों कि मैं जानता हूं कि जो रेलवे पोर्टर्स हैं, वे इस दिक्कत को बहुत दिनों से महसूस कर रहे हैं और उन को कहने का मौका नहीं मिला है। यों एक उन का फेडरेशन (Federation) बना था, "आल इंडिया लाइसेंस्ड पोर्टर्स फेडरेशन" (All India Licensed Porters' Federation) और जहां तक मुझे ख्याल आता है कई रिप्रेजेंटेशन (representation) गवर्नमेंट के पास भेजे गये थे मगर उस से कोई काम नहीं निकला। तो यह चीजें कब तक चलेंगी और जो हमारा फंडामेंटल राइट (Fundamental Right) है, फंडामेंटल प्रिंसिपिल (Fundamental Principle) है, जो कि यू०ऐन०ओ० (U.N.O.) तक पहुंचा है, यानी बेगार नहीं लिया जायेगा और बेकार सिस्टम नहीं रहेगा उस को रेलवे में क्यों चलाया जा रहा है और मैं जानना चाहता हूं कि मंत्री महोदय उसे किस हद तक तोड़ना चाहते हैं। यह जरूरी है कि इस को जल्द से जल्द जहां तक हो सके हटाया जाय।

(*English translation of the above speech*)

Jonab Amjad Ali (Goalpara-Garo Hills): Sir, I wish to make my speech in Hindi not because I want to please tongue and I hail from a place where Assamese is spoken. I want to speak in Hindi not because I want to please my hon. friend Shri Lal Bahadur Shastri, who himself speaks in Hindi and likes others also to speak in it, but because I want that a good beginning should be made in this direction so that Hindi may become the national language after 15 years. You would kindly excuse me for my broken Hindi for this is my first attempt.

The two cut motions I have given notice of are in regard to the extension of two railway lines. The first is Bongaigaon to Gauhati *via* Jogighopa, Goalpara in which a bridge has to be constructed on the Brahmputra from Jogighopa to Panchratan. My second cut motion is in regard to the extension of the line in Pandu to Baghmara in the Garo Hills. The hon. Minister should keep both these things in mind, so that when he replies to the debate he may be in a position to state how far he can carry them out.

Another thing I would like to ask is whether a bridge is going to be constructed on the Brahmputra from Jogighopa to Panchratan or not. The Jogighopa Goalpara line is highly dangerous. This can be judged from the fact that during the war, when troops were sent to Burma Front, this line was not used and a new line from Panchratan to Golaghat, was laid for this purpose. Troops and war material were transported on this route. The other line I am proposing is from Pandu to Garo Hills. In Garo Hills there are vast resources of coal and limestone, which are to be tapped. After they have been tapped, necessary means of communication will be required for transporting the material out of Garo Hills. Keeping these things in view the hon. Minister of Railways should take steps for the extension of these lines.

[Jonab Amjad Ali]

My second point is in regard to the cut motion given in the Order Paper against number 316 under Grant No. 4:

"To discuss the policy of arbitrary discharge and suspension of railway employees under security rules".

I shall read out paragraph 3 of the Security rules. It is as follows:

"A member of the Railway service, who in the opinion of the competent authority, is engaged in or is reasonably suspected to be engaged in subversive activities, or is associated with others in subversive activities in such a manner as to raise doubts about his reliability, may be compulsorily retired from service, or have his service terminated by the competent authority after he has been given due notice or pay in lieu of such notice in accordance with the terms of his service agreement;..."

In my opinion, this is not fair to the railway employees. It is an engine of oppression and a tyranny. I would even say it is at par with the Preventive Detention Act. The Railway rules should not contain any provision of this kind. Whenever a railway employee is no longer in the good books of the officers and they do not want to retain him, he is given a charge sheet under this rule and discharged. I would cite an example in this connection. It is as follows:

"Whereas in the opinion of the competent authority, as defined in Rule 2 of the Railway Services (Safeguarding of National Security) Rules, 1949 (who in your case is the Chief Engineer, E.I. Rly.). You were reasonably suspected to be a member of the Communist Party of India and were associated with others in subversive activities in such a manner as to raise doubts about your reliability. Though a Government employee you advocated and were systematically inciting the Railway workers to acts of sabotage, violence and lawlessness and thus to create a state of chaos and confusion in the country in furtherance of the programme of the party."

The above-named employee was first arrested under the West Bengal Security Act, which has been declared *ultra vires*, and then continued to be under detention under the B.C.L.A. Act. The very same charges were given to him for detention. After his release by the Government in the normal review, he was served with the same charges under the Railway Service Rules. Moreover, the charges are all vague, absurd and irresponsible.

It is all vague. There is no proof. These charges have been made against them because it is desired to turn him out. The second example is this:

"Whereas in the opinion of the competent authority...you as a member of the Executive Committee of the branch of the E.I. Rail-Road Workers' Union carried on propaganda among the Railway employees in favour of the last threatened general strike in the Railway with the object of paralysing communications and movements of essential supplies and thereby creating chaos and disorder in the country."

To be an office-bearer of the Union is an offence. This is an attack on the Trade Union rights, guaranteed by the Constitution and permitted by the law of the land.

Then he also was turned out.

I know of another case which relates to the suspension of an employee in Assam:

"Whereas in the opinion of the competent authority...You were the Organising Secretary of the Eastern Bengal Railway Workers' Union. You were also the Asstt. Secretary of the Bengal Assam Railway Workers' Union which was subsequently renamed as Bengal and Assam Rail-Road Workers' Union; you were its Secretary; with the change of the name of the Union to E.I. Rail-Road Workers' Union you were elected its Organising Secretary; in the course of Union activities you, though a Government employee, carried on Communist propaganda among the Railway Workers, collected money for the Union fund, addressed meetings of Railway Workers, fomented discontent and incited them to resort to strike."

All these things show that attempts are made from the very beginning to turn them out. They are ousted on the basis of these charges, which are extremely vague. Mere modification in the rules won't do. They ought to be dispensed with altogether and they should no longer remain on the Statute Book

I would also like to draw attention to the matter of railway porters. The licensed porters carry the luggage of

passengers from one place to the other on railway stations. One of the conditions of the licenses given to them is that they have to put in 8 hours of work every day. Out of this, they have to devote two hours to working for the railway employees, that is, the railway employees engage them to work for them for two hours, but do not pay them for this work. The porters are entitled to get paid for any work they do for anybody. It is not known how they are made to work for two hours more without wages. Some well-meaning clerks might pay for this work, but mostly, they do not. But that is a private matter. In any case, this practice of the Railway authorities to make the porters work for two hours without payment is, in my view, unjustified and unwarranted. I have raised this question because the railway porters have been smarting under this hardship for a long time and have had no occasion to ventilate their grievances. They formed a Federation—The All India Licensed Porters' Federation, and so far as I know, they made a number of representations to the Government but in vain. How long will such practices be allowed to continue? According to our fundamental rights, the fundamental principles, which have been accepted by the U.N.O., *begar* is illegal and forbidden. Then how is it that it is quite common in the Railways? I would like to know how far the hon. Minister is prepared to go to abolish it, for its abolition, as soon as possible, is imperative?

पंडित मुनीश्वर दत्त उपाध्याय: अध्यक्ष महोदय, मैं सब से पहले रेलवे के प्रबन्ध के सम्बन्ध में एकानमी (economy) का, अर्थ व्यवस्था तथा किफायतशारी का जो विषय है उस पर कुछ निवेदन करूंगा। रेलवे के प्रबन्ध में एकानमी के माने केवल यह नहीं हैं कि हम खर्चे में कुछ इधर उधर कमी कर दें या थोड़े से आदमियों को, थोड़े से कर्मचारियों को निकाल दें या उन के वेतन में, उन के एलाउंसेज (allowances) में कमी कर दें। दरअसल एकानमी तो यह है कि रेलवे के मकड़े को जिस पर हम इतना खर्च कर रहेहैं, उस को अगर हम संतोषजनक व्यवसाय के रास्ते पर ले जा सकें, एक साउंड कामशियल लाइंस (sound commercial lines) पर उस को चला सकें तो इस से बड़ी और कोई एकानमी नहीं हो सकती है।

और जैसा कि प्रबन्ध हमारे रेलवे विभाग का हो रहा है उस को देखने से यह प्रतीत होता है कि हम दरअसल एकानमी का जो उद्देश्य है इस कट मोशन (cut motion) का या जो उद्देश्य हमारे और साथियों का है जो कि इस में इकानमी लाना चाहते हैं वह इकानमी इस में की जा रही है। किसी भी व्यवसायिक संस्था के लिये या किसी भी व्यवसाय के लिये यह बहुत बड़ी बात है कि उस में हम ऐसा प्रबन्ध करें जैसा कि हम अपने रेलवे विभाग में देखते हैं। जो रकम हम डिप्रीसियेशन फंड (Depreciation Fund) में रखते हैं यह एक काफी बड़ी रकम है। इसी तरह हम एक काफी बड़ी रकम डैवलैपमेंट फंड (Development Fund) के रूप में रखते हैं और उस के साथ ही हम एक काफी बड़ी रकम जनरल रैवेन्यूज (General Revenues) को भी देते हैं। बहुत से सदस्यों ने इस पर आलोचना की है कि यह जो हमारी आमदनी का हिस्सा जनरल रैवेन्यूज को दिया जाता है वह बेकार दिया जाता है और उस को बचा लेने से हम अपनी रेलवे का ज्यादा प्रसार कर सकते हैं, उस में अधिक उन्नति कर सकते हैं, मैं निवेदन करूंगा कि जितना रुपया हमारी सरकार का इन रेलवेज पर लगा हुआ है, जो पूंजी इस में लगी हुई है, उस पूंजी के केवल सूद को ही आप देखें और सूद का जो कम से कम भाव बाजार में हो उस हिसाब से ही आप देखें तो जो कुछ हम जनरल रैवेन्यूज में देते हैं वह बहुत थोड़ा है। पूरा डिविडेंड (Dividend) जो कि ३४ करो

[पंडित मुनीश्वर दत्त उपाध्याय]

के करीब दिखाया हुआ है वह उस सूद के हिसाब से देखते हुए कुछ ज्यादा नहीं है। मैं समझता हूं कि इस में से जो जनरल रैवेन्यूज को दिया जाता है वह कोई सात, आठ करोड़ से अधिक नहीं है। तो ऐसी स्थिति में जो आलोचना बहुत से माननीय मेम्बरों ने की है मैं समझता हूं कि वह निरर्थक है, वह कोई आधार नहीं रखती।

फिर इकानमी की बहुत बड़ी बात जो कि हमारे पुनसंगठन से पैदा हो सकती थी उस की अभी रूपरेखा बहुत साफ तो हमारे सामने नहीं आई है, लेकिन उस का सब से बड़ा उद्देश्य इकानमी ही है। हम अपने खर्चे में किफायतशारी करें और अपने रेलवे के प्रबन्ध को ठीक कर सकें, यही उस का उद्देश्य है और साथ ही उस के जो काम लेने वाले हैं उन सब को सहूलियत मिले। तो उस की अभी कोई साफ रूपरेखा तो हमारे सामने नहीं आई है, लेकिन उस का उद्देश्य यही है। लेकिन आपने देखा है कि उस सम्बन्ध में भी यह कहा गया है और इस का इतमीनान हमारे माननीय मंत्री की ओर से भी दिलाया गया है कि उस की वजह से हम अपने रेलवे के कर्मचारियों को हटायेंगे नहीं, उस की वजह से उन को नौकरी से नहीं निकालेंगे। तो जैसा मैं ने शुरू में निवेदन किया कि इकानमी के यह माने नहीं हैं कि हम इधर उधर से थोड़े से आदमियों को निकाल दें और इस तरह से खर्चे में कुछ बचत करें, या उन के वेतन और अलाउंसेंज को काट दें या उस में कमी कर दें। यह उस का उद्देश्य नहीं है। अगर हम उस व्यवसाय की तरफ गहरी निगाह डाल कर देखें और इस की तह में जा कर देखें तो यह बात साफ समझ में आ जाती है कि इकानमी का जो उद्देश्य और जो उसूल हो सकता है वह पूरी तरह इस रेलवे विभाग में बरता जा रहा है। जैसा मैं ने निवेदन किया डिप्रीसियेशन फंड जो कि हम रखे हुए हैं कोई ३२ करोड़ और ३४ करोड़ का यह साफ जाहिर करता है कि हमारे पास इतना धन है, हमारे पास इस बात का प्रबन्ध है कि जितना हमारा सामान घिसता जा रहा है, खराब होता जा रहा है, और जिस को फिर से बदलने की जरूरत पड़ सकती है, उस का सामान हमारे पास पूरी तरह मुहैया है। जैसा आप ने देखा होगा हमारे ऊपर गत वर्ष सन् १९५१ में विशेष रूप से बोझा आया था, उतना बोझा मुमकिन है कि आम तौर पर तो हमारे ऊपर न आये। हमें इंजनों को बदलना पड़ा, हमें लाइनों की मरम्मत करानी पड़ी, हमें बहुत सी लाइनों को नया कराना पड़ा, बहुत सा कोचिंग स्टाक (Coaching Stock), पैसन्जर और माल गाड़ी के डिब्बे जिन को बदलना था वह बदलना पड़ा। जितना सालाना बदलना चाहिये उस का दस गुना, बारह गुना, पंद्रह गुना और किसी किसी जगह बीस गुना तक हम को बदलना पड़ा, इस वास्ते कि बहुत से वर्षों से हम ने इन को बदला नहीं था, और वही पुराना स्टाक हमारा चला आ रहा था। तो यह इतना बड़ा बोझा जो हमारे ऊपर आया उस को संभालने के बाद भी अगर हम इतना डिप्रीसियेशन फंड रखते हैं, इतना डैवलैपमेंट फंड हमारे पास है, इतना रैवेन्यू रिजर्व फंड हमारे पास है, तो इस से साफ जाहिर होता है, कि आर्थिक दृष्टि से हमारा रेलवे विभाग बहुत खूबी के साथ, बहुत संतोषजनक रूप से चल रहा है। डैवलैपमेंट फंड से भी जैसा मैं ने निवेदन किया, बहुत सी लाइनें बनानी हैं, बहुत सी नई गाड़ियां खोली जा रही हैं। इन सब की तरक्की के लिये हम को ऐसे फंड की जरूरत है और इस का हम ने प्रबन्ध कर लिया है। तो, जैसा मैं ने आप से निवेदन किया

इकानमी के दरअसल जो माने हैं उस के हिसाब से हमारे रेलवे विभाग के प्रबन्ध स्थिति को देखने से साफ़ ज़ाहिर होता है कि इस में पूरी इकानमी के साथ प्रबन्ध हो रहा है ।

इस के अलावा जो दूसरा विषय है, वह है पैसेंजर्स की ऐमैनिटोज (Passengers' amenities) का, जो रेलवे के पैसेंजर्स हैं उन को सहूलतें देने का, उन को आसायशें देने का है। मैं आप से निवेदन करूंगा कि जब से यह रेलवे विभाग सन् १९४७ में हमारी सरकार के हाथ में आया तब से बराबर हमेशा हमारा ध्यान तीसरे दरजे और नीचे के दरजे के जो पैसेंजर्स हैं उन की तरफ रहा है और उन को सहुलियतें देने के सम्बन्ध में काफी काम किया गया है। मैं आप से एक दो बातें निवेदन करूंगा जिन से आप को ज्ञात होगा कि कितना काम हुआ है। आप को मालूम होगा कि पार साल एक बड़ी शिकायत थी कि रेलों में बड़ी भीड़ होती है और लोगों को जगह नहीं मिलती। वह फुटबोर्ड (foot board) पर बाहर बैठते हैं, लोग लटके हुए जाते हैं, यह शिकायतें थीं। और इस में कोई सन्देह नहीं है कि भीड़ इतनी बढ़ गई थी कि वह शिकायतें जायज थीं । उस भीड़ को कम करने के लिये, जैसा आप रिपोर्ट में देखेंगे १८६ नई ट्रेनें चलाई गयीं हैं । इन १८६ नई ट्रेनों के चलाये जाने के कारण भीड़ अब काफ़ी कम हो गई है। कहीं कहीं भीड़ अभी नज़र आती है और उम्मीद है कि थोड़े दिनों में उस में काफी कमी हो जायेगी और मुमकिन है कि वह बिल्कुल खत्म हो जाये ।

इस के अलावा जो और सहुलियतें होती हैं, चाहे वह रोशनी की हों, चाहे पीने के पानी की हों, चाहे प्लेटफार्म की हों, चाहे वेटिंग रूम की हों, मैं सब रेलों का नाम न ले कर केवल ईस्ट इंडियन रेलवे के बारे में निवेदन करूंगा । ईस्ट इंडियन रेलवे में इस के लिये ४७ लाख रुपये की रकम रखी गई है और इस ४७ लाख रुपये में से ३९९ स्टेशनों पर इस वक्त काम हो रहा है और किसी पर एक तिहाई और किसी पर एक चौथाई काम हो चुका है ।

इस ३९९ स्टेशनों में जो काम हो रहा है वह हमारे उन पैसेंजरों के लिये हो रहा है जो तीसरे दरजे में सफ़र करते हैं। उन को सहूलियत देने पर ध्यान दिया जा रहा है । इस में सन्देह नहीं कि हमारा इस विभाग का ध्यान पूरे तौर से सहूलियत देने पर है, लेकिन मैं फिर भी निवेदन करूंगा कि इन सब बातों को देखते हुए हम यह नहीं मान सकते हैं कि तीसरे दर्जे वालों को सब सहूलियतें मल गिई हैं। यह बात ग़लत होगी । अभी हमें बहुत कुछ करना है । अस्ल में तो हम केवल तरक्की के रास्ते की ओर चल पड़े हैं अभी उस को पूरी तरह से कामयाब बनाना है ।

तीसरे दर्जे के डिब्बों में जो पंखे लगे हुए हैं उन की तादाद ३ हज़ार से कुछ ही ज्यादा है। वह पंखे बहुत थोड़े हैं और नाकाफ़ी हैं। लेकिन हां, जितना हुआ है वह अच्छा हुआ है और हमारा ध्यान इस ओर गया है। लेकिन मेरा आप से यह निवेदन है कि इन पंखों का लगना तेज़ी के साथ बढ़ाया जाय और इस ओर विशेष कोशिश की जाये ।

इस के साथ ही साथ मैं आप के सामने रास्ते में जो पानी की तकलीफ़ होती है उस के बारे में कहना चाहता हूं। पानी पिलाने का बन्दोबस्त मैं ने बहुत कम स्टेशनों पर देखा। बहुधा कोई भी ठंडा पानी पिलाने वाला न हीं

[पंडित मुनीश्वर दत्त उपाध्याय]

मिलता है। छोटे स्टेशनों की तो बात ही क्या बड़े स्टेशनों पर भी बड़ी कमी है विशेषकर कानपुर और लखनऊ के बीच में जो स्टेशन हैं उन में पहिले तो पानी पिलाने का प्रबन्ध सेवा समिति द्वारा या कोई दूसरे लोगों द्वारा किया जाता था। मगर अब उन स्टेशनों के अधिकारियों ने उन को भी इस सेवा से रोक दिया है। उन सेवा करने वालों को अब इस बात की इजाज़त नहीं है कि वह स्टेशनों पर पानी पिला कर इन गर्मियों के दिनों में जनता की सेवा कर सकें। इस का एक नतीजा यह हुआ कि अब लोगों को पानी मिलना दुश्वार हो गया है। हजारों यात्री उन स्टेशनों से रात दिन गुजरते हैं और वह पानी कहीं भी इन स्टेशनों में नहीं पाते। मेरी सरकार से यह प्रार्थना है कि वह इस ओर अवश्य ध्यान दे और पानी पिलाने का जल्द से जल्द प्रबन्ध करें।

इस के अलावा इन स्टेशनों में जो रोशनी का प्रबन्ध है वह नहीं के बराबर है। विशेष कर एक दो जगह, जैसे उन्नाव का स्टेशन है, वहां पर हजारों यात्री रात दिन इधर से उधर जाते हैं, वह एक मशहूर स्टेशन है कानपुर और लखनऊ के बीच में है मगर वहां पर रोशनी का बहुत ही कम प्रबन्ध है। इस के साथ ही साथ एक दिक्कत और भी है। लोकल पावर हाउस से अगर बिजली का प्रबन्ध किया भी जाये तो रेलवे के अधिकारी इस से फायदा नहीं उठाना चाहते। जिस तरह से पानी पिलाने में उन लोगों ने रुकावट डाली उसी तरह से रोशनी के बारे में भी उन का यही दृष्टिकोण है। मैं समझता हूं कि यह मुनासिब बात नहीं है।

इस विषय पर मंत्री महोदय ध्यान देंगे और इन सहूलियतों को जो बहुत आवश्यक हैं दिलाने की कोशिश करेंगे। जहां तक पानी और रोशनी का सवाल है यह तो बहुत ही जरूरी चीज है और इन पर मंत्री जी अवश्य ध्यान देंगे।

इन बातों के अलावा एक दो बातें मुझे और निवेदन करनी हैं। कई स्टेशनों के पास ऐसा देखा गया है कि कभी कभी दस मिनट, १५ मिनट और कभी आधे घंटे के लिये भी सारा ट्रैफिक (traffic) रुक जाता है और सवारियां इधर उधर रुक जाती हैं। इस का कारण यह है कि स्टेशनों के पास जो फाटक होता है वह अक्सर बन्द रहता है। गाड़ियों के इधर उधर जाने पर यह फाटक बन्द रहता है। अक्सर यह देखने में आया है कि कभी कभी घंटों हो जाते हैं फाटक खुलता ही नहीं और सारा ट्रैफिक बन्द रह जाता है। इस से जनता को बहुत कठिनाई होती है। अक्सर यह बात उन्नाव और चिलबिला स्टेशनों के पास में ने स्वयं देखी है। अगर इस के लिये नीचे से या ऊपर से कोई पुल बना दिया जाये तो जनता को जो कठिनाई होती है वह दूर हो जायेगी। इस से ट्रैफिक भी ठीक तरह से चलने लगेगा।

इस के अतिरिक्त एक दो बातें मुझे इस एक दो मिनट में जो मेरे पास रह गये हैं कहनी हैं। इस विभाग में रिश्वतखोरी को रोकने के लिये हमारे माननीय टंडन जी ने इस सदन का ध्यान कल आकर्षित किया था। मैं चाहता हूं कि कम से कम इस माल महकमे में जो गुड्स के क्लर्कस (goods clerks) होते हैं, उन के सम्बन्ध में विशेष तौर से आदेश दिये जायें। जिस तरह कि वह लोग आज कल मनमानी करते हैं वह आगे न कर सकें। इस से लोगों को बहुत प्रकार की कठिनाइयों का सामना करना पड़ता है।

लोगों को गाड़ी के डिब्बे मिलने में बहुत परेशानी और मुश्किल का सामना करना पड़ता है ।

एक बात जो आज कल सब लोगों ने देखी होगी वह इस रेलवे विभाग में नई आई है । रेलों में लोग मारे जा रहे हैं और उन पर चलती ट्रेन पर हमला होता है । मैं समझता हूं कि सब ट्रेनों में इस तरह से हमलों से बचने के लिये हिफ़ाजत के प्रबन्ध किये जायें । जिस तरह से आज कल कुछ ट्रेनों में इस तरह के प्रबन्ध कर दिये गये हैं उसी तरह से हर ट्रेन में इस तरह का प्रबन्ध कर दिया जाय । अक्सर यह देखने मे भी आया है कि जिस ट्रेन में गार्ड चलता है उस में भी चोरी और हमले होते हैं । सरकार को इस ओर अवश्य जल्दी कोई प्रबन्ध करना चाहिये जिस से जनता इस तरह के हमलों से बच सके ।

जैसा कि अभी हमारे बहुत से माननीय मेम्बरों ने कहा कि वह इस विभाग को लोक-सेवा का विभाग समझते हैं । वह यह नहीं समझते कि लोक-सेवा विभाग होने के साथ-साथ उस को खुद अपने पैरों पर खड़ा होना है । उस को खुद अपना प्रबन्ध करना है जिस से कि उस को दूसरे विभागों से पैसा न लेना पड़े । इस वास्ते जो बहुत सी आलोचनायें हमारे मित्रों ने इस विभाग के सम्बन्ध में कहीं हैं वह ठीक नहीं हैं । उन का यह दृष्टिकोण दरअसल सही नहीं है । होना तो यह चाहिये कि जिस तरह से इस रेलवे विभाग में प्रबन्ध चल रहा है उस के लिये यह आवश्यक है कि जन सेवा भाव के साथ साथ व्यवसाय जो असली चीज है उस को भी लेकर चले ।

(English translation of the above speech).

Pandit Munishwar Datt Upadhyay (Pratapgarh Distt.—East): Sir, I would first of all take up the question of economy in the Railway administration. Economy does not mean that we should curtail some expenditure here and there or retrench some employees or reduce their allowances. The real economy would be to run satisfactorily the railway department, on which we spend so much, on sound commercial lines. There can be no better economy than that. And the working of the railway department shows that the motive of economy which lies behind this cut motion or the object of our friends who want economy in the railway administration is being fulfilled from that view-point. It is something praiseworthy for any commercial concern to make such arrangements as we see in the railway department. The amount that we set apart for the depreciation fund is a very large sum. Besides providing a substantial sum for the Development Fund. We contribute a pretty big amount to the general revenues. Many hon. Members have criticised this transference of railway income to the general revenues on the basis that this money, if saved, would help us to develop and improve our railways. In this connection I would only request the hon. Members to look to the capital invested by the Government in railways and calculate the interest thereon at the present market rate. They would find on that basis that what we are paying to the general revenues is comparatively much less. Out of this dividend of Rs. 34 crores I think not more than seven or eight crores actually go to the general revenues and this is not a large amount considered in the light of that rate of interest. Therefore the criticism levelled by some Members has no basis.

Then, though the picture of the main result of economy to be achieved by regrouping is not yet very clear before us, all the same the main object of that is economy. It seeks to economize our expenditure and improve the working as also to provide facilities to the employees. The overall picture of that has not yet come before us but that is the real object behind it. Assurance has already been given by the hon. Minister that no employee will be retrenched. So, as I said, economy does not mean turning out a few workers from here or there and thereby make some saving, or reducing their salaries or allowances. Only if we look deep into this proposition, it would become perfectly clear that the object and principle of economy are being fully followed in the working of the railway department. Our Depreciation Fund of 32 or 34 crores makes it very clear that we have got sufficient finances to replace old and worn out material. Last year in 1951 we had to endure a large financial burden to an extent which normally

[Pandit Munishwar Datt Upadhyay]

we will not have to bear again. We had to replace our engines, repair the railway lines, lay new lines and change a lot of the coaching-stock, passenger bogies and goods wagons. We had to make replacements to the extent of ten to fifteen times and at places twenty times the replacements we should normally make in a year, for no replacements had been made for a number of years and the same old stock was in use. If in spite of all this enormous burden we could have so much of Depreciation Fund, Development Fund and Reserve Revenue Fund. that clearly shows that financially our railway department is on sound basis and is working well. New lines have to be laid from the Development Fund and many new trains are being started. Thus we have made proper arrangements for the development of the railways. It, therefore, becomes only too evident from the working of the railway department that economy in the real sense is being practised there.

Then, the second thing is about providing amenities to passengers. May I in this connection draw your attention Sir, to the fact that since 1947 when the Railway department came into the charge of our own Government, third class passengers have invariably been the main concern of the Ministry and much has been done in the direction of providing them more facilities. I would cite one or two instances to show the work that has been done. Last year it was a common complaint that trains ran very crowded and people did not get accommodation in the compartments and travelled on footboards which was very dangerous. These complaints no doubt were genuine. To relieve that congestion, 186 new trains have been started as will be seen from the report. This has gone a long way in removing congestion. At places trains are still over-crowded, but in the days to come that congestion will also be brought down and it may just be possible to remove congestion altogether.

Then there is the question of providing various other amenities such as of light, drinking water, waiting rooms etc. I would only mention the E.I. Railway to show what is being done with regard to these. In the E.I. Railway, a sum of Rs. 47 lakhs was earmarked for the purpose. That money is being spent on 399 stations and at some places one-third or one-fourth of the work has already finished. And that work is being done for the third class passengers. The Department is for providing all facilities, but, still we do not propose that third class passengers have got all. Much has yet to be done. In fact we have only made a beginning, we have to pursue that and achieve success.

Fans installed in third class compartments number a little more than three thousand. This is a very small number. Yet, whatever has been done is noteworthy and that is a clear indication that we have seriously begun paying attention to these things. I would request that the fitting of fans may be accelerated and more concentrated efforts be made in this direction.

I would also say something with regard to the inconvenience that passengers have to face in getting drinking water. Water arrangements have been made at very few stations. Very often no waterman is seen at the stations for supplying cold water. Not to say of small stations, even on big stations there is a scarcity of water. On the stations between Kanpur and Lucknow, water arrangements were formerly made by *Seva Samiti* or by some other persons. But they have now been stopped by the authorities from rendering this service. They are not allowed now to serve the people by supplying them with water in the summer season. The result is that it has become very difficult for the people to get water. Thousands of passengers daily pass through these stations but do not get any water. Government must pay attention towards this situation and make arrangements for water supply as soon as possible.

Besides, lighting arrangements are also extremely unsatisfactory on these stations. Unnao, for example, is quite an important station between Kanpur and Lucknow and thousands of passengers pass through it daily. But lighting here is very poor. There is one difficulty in this connection and it is that the railway authorities are not prepared to take advantage even if it were possible to have electric supply from the local power house. Just as they put obstruction in the matter of water, so also is their attitude towards light. I do not consider it to be a proper thing. I am sure the hon. Minister will be good enough to pay attention towards these amenities and endeavour to provide them, for water and light are the foremost things that should be provided.

I have to say a few things more. It has been seen that at times traffic gets jammed up for 10 to 15 minutes or even upto half an hour near some

stations. The reason is that the level crossing gates near the station are often closed on account of the passing trains. This results in jamming of traffic on both sides of the gates. It has often been noticed that sometimes for a considerable length of time the whole traffic remains at standstill. People have to undergo great inconvenience due to this state of affairs. I have myself seen it happening very often at Unnoao and Chilbila stations. Construction of underground or overhead bridges would solve this problem and traffic would begin to flow smoothly.

Yesterday Shri Tandon drew the attention of the House towards the question of corruption in this department. In this connection special orders should be issued for the goods clerks at least so that their wilful doings may be checked. People have to face many difficulties due to their attitude in getting wagons.

A new thing which we all might have noted is about attack on the people in the running trains sometimes resulting in murders. Arrangements of safety should therefore be made on all trains just as they have been made on some of them. Even trains with armed guards are not immune from thefts and assaults. The Government must take immediate step to protect the people from such assaults.

Many hon. Members thought that this department was entirely a public utility department. But they probably do not realise that besides being a public utility department, it has to stand on its own legs. It has to organise things in such a way as to be financially independent. Therefore many of the criticisms levelled against this Department by my friends are not in fact correct. It is necessary that besides carrying on work in the spirit of public service it should also aim at being a sound commercial proposition.

Mr. Speaker: I forgot to clarify one thing before. Demand No. 4 and the cut motions thereto are to take practically the whole of today. That is the only demand to be discussed. Am I right?

Shri A. K. Gopalan (Cannanore): Yes.

Mr. Speaker: I would like to reserve half an hour for the Minister.

The Minister of Railways and Transport (Shri L. B. Shastri): Yes.

Mr. Speaker: The question is as to when I should call upon the Railway Minister to reply. If a Division is going to be pressed on any cut motion.....

Shri A. K. Gopalan: Yes.

Mr. Speaker: Twenty-five minutes for the Division; 20 minutes to the Minister. That is, at 12-15, I shall call upon the Minister to reply. So, the time at the disposal of the House is up to 12-15.

JOINT COMMITTEE ON PAYMENT OF SALARIES AND ALLOWANCES TO MEMBERS

Mr. Speaker: Some hon. Members enquired from this side as to what the quorum of the committee in respect of Members' Allowances would be. The quorum would be five. The Committee consists of 15 Members, five from the Upper House and ten from the House of the People. I have fixed the quorum at one-third. There is a technicality about it. The provisions made in the rules do not apply to the special Committee which the House has adopted by its resolution. Therefore, I fix the quorum at five.

An Hon. Member: Any proportion from the Council of States and the House of the People?

Mr. Speaker: No. When a Joint Committee is formed or when a joint session of the House is called, it means they merge into one another and there is no further distinction as Members of the Council of States or Members of the House of the People.

RAILWAY BUDGET—DEMANDS FOR GRANTS—*Contd.*

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION—*contd.*

Shri Barrow (Nominated—Anglo-Indians): Because of the time being reduced, cannot we ask the speakers to reduce their time to ten minutes so that a larger number of Members may be given a chance to speak?

Mr. Speaker: I should have no objection at all, if Members are agreeable to it. Even as it is, it is not possible to call so many of the Members who are desirous of speaking. It is for them.

Shri Nambiar (Mayuram): Today, the discussion is on the Administration. I would like to bring out certain salient features for the Railway Minister to consider.

[MR. DEPUTY-SPEAKER *in the Chair*]

The cut on the National Safeguarding Security Rules has been explained

[Shri Nambiar]

already by my predecessor Mr. Amjad Ali and I do not want to bring more facts on that subject except to refer to the judgment in case of one Sambandham, in the S.I.R. These Security Rules were challenged in the Madras High Court. The Chief Justice and another Judge decided that the workers should be re-instated. But, these orders have been flouted and are still being flouted. It is with much discontent that I have to bring that fact to your notice. Chief Justice Rajamannar and Justice Venkatarama Ayyar have decided as follows in case No. 14078 of 1950.

10 A.M.

> "As the question involved is one of right procedure to be followed in exercise of the powers conferred under the Safeguarding of National Security Rules and as the rights of the petitioner have been clearly infringed. this is a fit case in which the Writ must issue."

That is the judgment which was delivered as long ago as 1951, November 13th. In spite of that, till date, this worker is not reinstated.

Not only that. It is stated that there are only a few cases like this, but the hon. Minister in his reply has already stated there are 190 cases of dismissal and about 80 cases of suspension which have been standing for the last two and a half years. If this sort of treatment is meted out to the Railway workers even in spite of the High Court's judgment, it means that the railway officials are not prepared to hear even the verdict of the High Courts and they dismiss the workers. They have got the Preventive Detention Act to catch any man in the street and put him in the jail, and after putting him in the jail, if the railway worker comes back, they say: you have no work at all; you are suspended and you are dismissed. This sort of atrocity, this sort of illegality must end. Therefore, I am prepared to appeal to the hon. Minister and his Ministry that they must try to see that this sort of injustice is not done, and that politics cannot be made a weapon to attack the Trade Union movement. All these workers are trade-unionists. They have been carrying on the Trade Union movement. This is the action that is brought against them. Therefore, I say, that it is too late already for them to change. If they do not do so, this sort of thing will only create discontent, and discontent will grow more and more day by day and a point will come when they will say that these people, the workers are prepared for a strike. There is no question of your saying that the workers want a strike. You are inviting the workers to a strike, you are making the workers to go on strike, you are forcing the workers to go on strike, and you then say that National Security is in danger. You will never give him the pay he requires or the pay on which he can live—you will never give him that. And when he is forced to act against his conscience so to say, when his belly is empty, when he has nothing to eat, he has no other go but to tell you: we must be given our dearness allowance properly. But you will flout even the Central Pay Commission's recommendations.

The Central Pay Commission is your own born child. It is not the Trade Union's child. It is your child. But why do you discard it? What is the justification for you to deny the dearness allowance recommended by the Central Pay Commission, I ask you. Therefore, for every 20 points, an increase of Rs. five must be granted, so that he must get his proper dearness allowance, and there is no justification to deny it.

And coming to the question of unconfirmed and temporary or casual labourers, the hon. Minister yesterday gave a figure which is wrong. I have to say that because his own figures in the "Indian Railways", published by the Ministry of Railways for 1950-51 on Page 57 are as follows: It is stated there that on 31st March, 1951, the number of persons to be confirmed were 1,11,520; number of temporary staff under training or on probation—23,288; number of staff on posts not likely to be required permanently—34,366—see, how these phrases are used to put people under confusion—and again, they say, number of workshop staff with less than three years service—16,891. The total is 1,86,065. Nothing has radically changed since then. Therefore, there cannot be any justification to say there are only 96,000 men. It is about two lakhs.

Then, there is this obnoxious system of casual labour. The casual labourer gets only Rs. 1/4 per day, for 26 days only in the month, whereas the ordinary worker who is in the pay-roll of the railway will get at least a minimum of Rs. 70. The casual worker gets only Rs. 44. In order to circumvent the recommendations of the Central Pay Commission which

guarantees him at least a minimum of Rs. 70, this casual labour system has been introduced whereby he is given only Rs. 44 a month. And in order to circumvent the payment of even this Rs. 44, certain sections of the railway have been handed over to the contractors. For instance, railway men who were actually working in the Railway Refreshment Rooms have been handed over to the contractors, and you can imagine what sort of thing they will do.

So, in all respects, there is a policy against labour. That policy is to crush the worker and make him work the maximum, to give him less pay and get the maximum work. If he asks for anything, you then say he is not serving the interests of the country and hit at the worker. Therefore, I say the temporary and casual labourers who come to about two lakhs must be immediately confirmed and there can be no justification to refuse it. I know there are vacancies still.

Apart from this, I can point out to you that more work is being extracted—a heavy work-load by various methods. The leave vacancies are not filled up and the existing workers will have to work more. The Factories Act has been cancelled so far as loco sheds are concerned. Therefore, at five o'clock he cannot claim to go out of the workshop. He is asked to finish his entire work and then go. I can give you an instance. In Golden Rock, there was a system for late work till nine o'clock, which has been reduced to half past seven so that they cannot go out in time even if they have any urgent work at home. There is no leave vacancy, and they cannot get leave. If they do not work beyond half past seven, they are treated as absent. Then they are charge-sheeted and dismissed. They are therefore between the devil and the deep sea.

This sort of tortuous method, of extracting work by force, is going on. You cannot expect any one to co-operate voluntarily in the circumstances. You must seek the voluntary co-operation of the nine lakhs of railway workers working on 33,000 miles of railway line, day in and day out. Can you expect such co-operation without seeing the psychology and the mentality of the workers? So, you must change your methods; then only you can get voluntary co-operation. That is what I am trying to say.

Mr. Deputy-Speaker: The hon. Member will kindly address the Chair.

Shri Nambiar: Now I would request through you to prevail upon the hon. Ministers and the Members on the other side that they must see that the workers' interest is not only safeguarded, but.....

Shri Borooah (Nowgong): Let him speak in English.

Mr. Deputy-Speaker: The hon. Member is speaking in English, but he must speak a little slowly.

Shri Nambiar: Unfortunately, I do not know Hindi. The point is that the Trade Unions, the Railwaymen's Unions are not encouraged. They want a Trade Union of their closed shop system. The Trade Unions which do not represent the workers, but are only on paper are recognised, but these Unions which are really the Workers' Unions are not recognised. I will give you an instance. The South Indian Railway Union has got a membership of 20,000 and recently on the 31st December there was an election for the co-operative credit society in which all the nominees of the Union were elected. That Railway co-operative credit society run by the railwaymen transacts about Rs. 70 lakhs of business every year, and that organisation is controlled by the Labour Union. Then there is the Labour Union of railway workers, which they would not recognise. It is a mighty Union, they would not recognise it, because then their whole principle is lost; they want only paper Unions to be recognised; they do not want to recognise genuine Unions.

Then there is a canteen in the railway workshop; there they wanted an election. The representatives of the Labour Union were elected in that; then also they would not recognise that Union. In their canteens, the tea was given at eight ozs.; this they have reduced to six ozs. and then they say that the Labour Union is responsible for the reduction. When there was an agitation, they were at last forced to increase it to seven ozs. I want to tell the hon. Minister that this is not the method to run an administration. They must know what is what. They must study the workers' condition, and then only they will know. We are running the biggest industry, a nationalised industry. We here, about 500 persons are responsible for seeing to it that it is done properly, without any quarrels every day, without any strikes every day, and without any stoppages everyday. That is the point which I want to drive home to the hon. the Minister for Railways. There must be a complete change in their outlook.

Then, I come to the condition of the workers, and their pay-scales. The

[Shri Nambiar]

station master, or a clerk or a pointsman who works, wherever he may be, is not given sufficient encouragement. The Central Pay Commission said 'Give higher wages.' But they would not give higher wages. They would say 'It is not the Pay Commission's policy that we are to follow; it is left to the arbitrary will of the officials', and the officials are also against the interests of the worker. The officials will say "That is nothing, we shall give the minimum possible, because of economy." When the recommendations of the Central Pay Commission are to be implemented, the economy question comes. But when the work is to be done, the argument comes "That is a nationalised industry, it is democracy, it is a republic, therefore you must sacrifice." In this way every stick is being used against the worker, and every interest of the worker is suppressed. I am afraid, this sort of thing will add to calamity. Therefore, I appeal to the hon. Minister to look into this matter.

Then, take for instance, the hours of working of the running staff, the driver, the foreman etc. These things may appear like French to certain hon. Members, on the other side, because they only travel in the first class or air-conditioned coaches, they do not know what is meant by the footplate of the engine. That is why they want me to speak in English, because this is not a language which they can know. The point is this. When the driver or foreman works for twelve hours according to the rules, he has got a right to claim rest, but they would not give him rest. They say "You are in the middleway between two stations, if after twelve hours of duty, you stop the train here, then the train will block the line, therefore work till you reach the next junction." So, he works for another two hours till he reaches the next junction. Then they say "Unfortunately, there is no person to relieve you in this junction, therefore work for another two hours." And so, the workman has to work for another two hours. Then if after 16 hours of duty, he says 'I cannot work further' and he gets out of the footplate, down comes the chargesheet 'Show cause why you should not be dismissed from service.' I can quote you hundreds of instances like that. If there is any difficulty after 16 hours of work, some accident happens because of overwork, then the policeman comes and arrests him saying 'You have sabotaged the railway system.' The driver or foreman, has not only got to work without food, and without rest, but he must go and hang on at the district magistrate's court, and answer why there was an accident at point No. so and so between such and such stations. He has to reply to the chargesheet against him. He has to vindicate his grievances somewhere, before the railway administration. He has to tell the magistrate that this is the situation. All this accident is due to overstay. That they cannot understand. The only question is "Why should there be an accident?" As I have already mentioned, a number of accidents have been going on in this country. I submit that all this is because the railway workers' interest is always bypassed, they are made to overstay. The hon. the Railways Minister may think that I am simply piling up complaints one over the other. But I submit, that though I am a representative of the Trade Union, I am a representative of the people too, because the passengers, the people also have got confidence in me, besides the railway workers. Therefore it is my duty to see that everybody's interest is safeguarded, that of the workers and of the passengers. It is with this consciousness and responsibility that I appeal to you as a representative of the worker and the people, that I shall come and sit with you and see that your mistakes are rectified. My point is that this victimization should end. These 200 or 300 persons who are dismissed under the National Security Service Rules, must be taken back for duty, and their interest also must be recognised. Also, the recognition of genuine Trade Unions must be considered, and the worker's pay-scales, the anomalies, the pre-1931 difficulties etc. must be looked into. All this can be done with the help of the Trade Unions. And then you can see, that some improvement can be there in the Railway Administration. If not, I can assure you, and I can warn you that the railways cannot go on at this rate for ever.

Shri Venkataraman (Tanjore): I must enter a very strong caveat against some of the remarks that my esteemed friend Mr. Nambiar has made in respect of the Trade Unions relating to the South Indian Railway. Every person is certainly entitled to sell his wares to the best of his ability, and Mr. Nambiar being associated with the Railway Labour Union of the South Indian Railway is certainly entitled to say 'Mine is the best Union, and therefore all the facilities should be given to my Union.' Unfortunately, when he tries to throw dust on other people's eyes, he not only wounds the

susceptibilities of others but makes them reply in as severe a language as they are capable of, if not as hard as the speaker has used. The South Indian Railway Labour Union, for which Mr. Nambiar has put forward a very strong plea for recognition, has been responsible for several acts of violence and sabotage, as it will be evident from the instances which I am going to cite just now, and therefore the Railway Administration has withdrawn its recognition. I do not for a moment care what the Railway Administration has at the back of its mind. But certainly I do care, that when our workpeople are being attacked, and when our workpeople suffer as a result of certain activities of a rival Union, then we have to protect ourselves against the continuance of such voilence and sabotage.

There are two other Unions in the South Indian Railway, the Workers' Union and the other the Employees' Association. The respective memberships of these associations has been such as to make the Railway Administration recognise them. I will only quote you one instance of the manner adopted by the Railway Labour Union of the South Indian Railway during the strike of 1949. In contravention of the decision of the All-India Railwaymen's Federation, which by no means, Mr. Nambiar would say, is a paper organisation or is one which has been sponsored by the Railway Administration, and in contravention of the directions of National Federation, the South Indian Railway Labour Union went on strike, while the other Labour Unions which were affiliated either to the National Federation or to the All-India Railwaymen's Federation refused to participate in a strike which was illegal. What did the members of the South Indian Railway Labour Union do? In order to prevent the workers who followed the directions of the All-India Railwaymen's Federation, from attending duty, they obstructed them, and used acts of violence; in one case, actually, when one of the members of our Railway Labour Union was going for work, his cap was pulled out, and they spat on him. I ask will any administration allow such a thing to happen? Will any administration tolerate such a thing happening? If they do it, then what would happen to the several workers who want to follow the directions of their legitimate Trade Union?

I will immediately refer to a very important decision which was given by the District and Sessions Judge.

Pudukottai in the Tiruchirapally Conspiracy case. This is what the Judge said.....

Shri Nambiar: It is *sub judice* There is a petition before the High Court.

Shri Venkataraman: I am quoting from a judgment and I am entitled to quote it. This is what the District and Sessions Judge said—I will leave the other matters which are not relevant—: "...secondly, to commit mischief by fire to railway properties including the permanent way". This is one of the charges and the findings are these:

> "The Judge discussed Ex. P. 49 the minutes of the secret meeting held on April 25, 1949 where the programme for the celebration of May Day was finalised and stated that what was decided at the meeting was regular mobilisation of the workers' army with all the weapons and.....

Mr. Deputy-Speaker: Order, order, the hon. Member will resume his seat. Is it contended that it is under appeal?

Shri Nambiar: Under appeal, Sir, the whole thing. He has mentioned about certain persons who have nothing to do with the railways also. The whole thing is wrong.

Mr. Deputy-Speaker: That is another matter. As to *sub judice*, if a judgment is made by one court and if it is under appeal, it becomes an inchoate judgment. It is not a final judgment. If the hon. Member refers to the judgment in relation to persons who have not preferred an appeal, certainly he may do so.

Shri Venkataraman: I wish to submit this. In so far as certain findings are come to by a court in respect of a certain organisation whose recognition is now agitated before this House as a case of victimisation, as a case in which the Railway Administration does not want to recognise the Union for political considerations, I am entitled to rely on this observation relating to the organisation, though it may be *sub judice* is so far as it relates to the persons who have filed appeals. Anyway I do not want to carry a legal argument over this matter. Suffice it for my purpose to state that the wounded dignity, the wounded vanity, with which my friend, Mr. Nambiar, spoke in this House is not at all sustained by the conduct so far as the South Indian Railway Labour Union is concerned. None of us, being trade unionists ourselves,

[Shri Venkataraman]

want anybody to be punished; none of us want that there should be any miscarriage of justice or that any worker should be discharged without having an opportunity of his case being put forward properly and inquired into. But we cannot at the same time allow the continuance of such members as are likely to sabotage or likely to injure the other workers. I do not care even with regard to railway property; Government are strong enough to take care of themselves. But I am worried about the other Labour Unions. If other workers' lives are in danger, if they are going to be threatened just because it does not suit their political philosophy to have another Union with a different ideology, I must crave the protection of the Government against the onslaught of such rival Unions. I therefore submit that the so-called action taken by the Railway Administration with regard to the discharge of certain persons may or may not be justified, but this House is entitled only to lay down a procedure for the consideration of those cases. Should not these people have a fair trial? Do they have it under the disciplinary rules? This is a matter which has been agitated by the All-India Railwaymen's Federation and a certain agreement has been come to with the Railway Administration. The agreement is this, that whenever disciplinary action is sought to be taken against a railway employee, the person should have an opportunity to explain his conduct. He must have a charge and that charge he has an opportunity to explain. It is not only that he gets an opportunity but he should be allowed to be represented by a trade unionist. This, we consider, is a great concession that we have wrung out of the Railway Administration. We, trade unionists, may or may not be workers. Great stress was laid by the administration that only a worker could represent another worker in these proceedings, but after considerable argument the Railway Administration conceded that a trade unionist, be he a worker or not, could represent the worker against whom a charge had been filed. If as a result of this inquiry a certain decision has been taken, there are normal channels of appeal provided, and in the latest agreement with the Railwaymen's Federation the Government have said that in the last resort if the Railwaymen's Federation and the administration are not able to come to an agreement, the matter may then be referred to a Tribunal. Objection was taken on the other side that the Railway Administration reserved to itself the right either to refer or not to refer. I would invite my friends' attention to the law on the subject as it obtains with regard to other industrial undertakings. The Industrial Disputes Act says: "If in the opinion of the Government (*the appropriate Government*) an industrial dispute exists, then it may refer...". So that if I have a dispute with an ordinary private individual, a private capitalist or a private employer, it is not obligatory on the part of the Government to refer every one of these disputes to this Tribunal but only if the Government is satisfied that there is a case for reference to the Tribunal. The same concession has now been accorded to railway workers also; if in the opinion of the Government an industrial dispute exists then that dispute will be referred to the Tribunal.

Then take another case. After a decision has been come to by the Tribunal, will it be binding? The Industrial Disputes Act provides that so far as one of the parties is Government, then if the Government does not want to abide by the decision of the Tribunal by reason of its repercussions on the community as a whole, then it has to bring this matter before the appropriate Legislature. That is the provision under the Industrial Disputes Act and we agitated for that. If by reason of some difficulties the Railway Administration in a dispute are not able to abide by the decision of the Tribunal, we would urge—and I am one of those who is anxious to urge—that this matter should not be decided by a fiat of the Railway Administration but really must be brought before the appropriate Legislature. So far as the Railway Administration dealing with workers are concerned, I would like the House to know that considerable progress has been made in respect of disciplinary action and proceedings, by the All-India Railwaymen's Federation and that deserves the support and also the applause of the people and the railways throughout India.

I want to refer only to one other matter with regard to this debate and that is about stores. We have made commendable progress in respect of the stores purchases which have been made for the railways. The total stores purchase is about 80—100 crores per annum and actually in the year 1950-51, it was 81·59 crores. Out of this nearly 63·22 crores have been from indigenous sources and the imported stores are only 18·37. Even out of these 18·37 crores, direct imports are only 7·6 crores while the others

are purchased in India out of imported stores. If we analyse further certain things, we find that rolling stock, track material and workshop machinery which are not available here have alone been imported.

We must commend the administration on the progress made. I find that during 1951-52 self-sufficiency in track lines has been achieved and there will be no further imports at all so far as these stores are concerned. Then even with regard to the manner of making these purchases, the Standing Finance Committee at its meeting on the 5th June 1951 laid down the procedure for making these purchases. This procedure is detailed in page three. It is unnecessary for me to explain it over again, but what I would say is that it reduces to a minimum the possibilities of leakage, the possibilities of mishandling of our finances by anybody. Now that a cut motion was moved on this matter of stores purchase. I thought I would make it clear that so far as the stores purchase is concerned, we have made very great progress and we are really to be congratulated in the matter of stores purchases rather than criticised for it. Of course, there is the complaint that there has been an excess of stores. During wartime when they did not know whether they would get all the stores, they had to accumulate. Besides there were independent railways and each one started accumulating stores. But now we find that during the course of last year a reduction of nearly Rs. three crores and odd has been effected and the rest of the stores are likely to be absorbed. I therefore commend the stores purchase policy to the appreciation of this House.

Shri Raghabachari (Penukonda): At long last I have an opportunity to stand before you in this House. Along with many other friends I am also new to this House. But being new or old is not the only criterion. We have met here for the only purpose of making certain representations to the Government that is ruling today as to what the representatives of the people feel that they should place before you. And in this particular matter I must express my appreciation of how the Railway Minister has impressed on my mind. I have felt him as not a very fussy or a busy sort of man: quiet, and yet, it looks to me, quite serious in his business and his responsibilities. I noticed it particularly when he mentioned the other day that the points that we make for co-operative suggestion not only would be noticed carefully by him and his staff, but that he would later expect to intimate what action he has taken to those Members. That is a point on which I feel satisfied as being the proper approach. But I only ask him one more question. It is not given to every Member of this House to have had an opportunity of mentioning any defects or points in this House, and, therefore, when there is anything that a Member in his responsibility feels that he must place before the Railway Board or the Railway Minister, he should certainly give the same kind attention and sympathetic consideration for such representations also. And for my part, whether there is an opportunity here or not, I intend, when I feel that there is anything that must be brought to his notice, to do it, not necessarily through the Parliament but outside.

We have met here, and it is my purpose only to say what as a representative of the constituency from which I have come I have to say, rather than enter into any discussions of policies of one party or the other. It is an unfortunate impression that has been left on my mind that the discussions often lose much of their value because of the temper and emotion and the consequent unbalanced approach. It is a pity that whenever the question of Hindi comes up, a section goes on shouting against the other. It is most unfortunate. I would tell even the greater majority on the Government side or those sympathisers of Hindi that it would not do for them to go on thumping and creating noise and shout Hindi-Hindi even when a man says "I do not understand it". It offends the other section of the Members. And the first quality of a gentleman must be not to offend his opponent. Therefore, I respectfully submit to the Members of this House not to have that attitude of coercing others and gloating over it. You must take us as part of yourselves and help us to understand your language. We will also make an effort to understand your language. When we have learnt a foreign language, do you think we are unable to pick up and understand your Hindi? It is after all a very easy language. It is not that, but it is the attitude behind it. Do not force it on us. And do not gloat over it.

I will now come to the point—the real matters with which we are concerned now. I only wish to make suggestions about things which I think are relevant or necessary. The most important matter is corruption and how to root it out. It is very easy to say that it must be rooted out. It is also easy to say that it exists. This

[Shri Raghabachari]

corruption is a heritage from the previous Governments, and it is a heritage of our poverty also. How to root out corruption is the question. You ask for our co-operation. We ask that you enforce your authority and root out corruption. My suggestions are these. The whole administration must be firm. There must be a definite understanding that the employee and his Unions and groups may agitate for better emoluments, he may ask for living wages, and all that; but when it comes to the question of his being found to be busy with corruption, there must be strict enforcement of punishment. In fact what appears to have happened oftentimes is the difficulty of tracing the man and proving him to be a corrupt fellow. That relates to the procedure. You want to frame charges; there are rules; there is need for evidence; there are regulations to be followed. And then there are the Unions and groups that agitate against action taken and all that kind of thing. Though procedure is necessary in any public service, it ought not to be the only criterion. I would make one suggestion. We are all responsible Members of this House. There are 500 of us here, and we represent the administration, and we have a responsibility to root out corruption. Let us keep an eye on the railway staff and the employees in those parts of the country from which we come. If a Member feels and is reasonably certain—I am sure in this case there is some risk involved: a Member might be carried away by his own impressions against this man or in favour of that man—but I expect every Member to act with a sense of responsibility—if he feels that there is a corrupt officer, if he feels that the corruption is much talked of in the public, he must make enquiries, satisfy himself, and bring it to the notice of the Minister. And my submission is that if half a dozen impartial men unconnected with the administration make a complaint of that kind against a particular individual, that must be sufficient *prima facie* ground to institute an enquiry. And as one of the Members of this House I give this assurance, that so far as employees in my constituency are concerned, I will try to keep myself in touch with them and tell them that a change has come over the country, that they cannot afford to be the old lot of people, that we are there to keep a watch over them, and that we warn them of the consequences of corruption. That is the only way in which we can ultimately root out corruption. Mere talk is of no use.

Then I take up the question of overcrowding. Some hon. Members on the other side would interrupt and ask: "Have you ever travelled in the third class?" I would tell them: I have always travelled in the third class, except when circumstances, or long distances, or there is somebody else to pay—when I have gone in the upper class and not in the third class. I have always travelled in the third class, but whenever illness compelled me, I travelled in the intermediate class. The lot of the passengers is awful. I can tell you that the intermediate class is much worse than the third class. Therefore, I wish to make a suggestion as regards the only way of preventing overcrowding. You should increase the number of trains—not the through or long trains, but the trains which run from junctions to distances up to 50 or 60 miles—shuttles. Bring them to the pre-war level. Even that will not do, because the population has increased, and the travel habits also have spread. Therefore, bring in as many of these trains as possible, and put a few more compartments in every train. More than that, I wish to make another suggestion. On every train that runs between two distant places, please put up one or two bogies and say: "This is for intermediate stations only". You now find a man at the last minute rushes into any compartment, and it is as difficult for the man inside to get out as for the man outside to get in. Therefore, see that only intermediate travellers enter these reserved compartments. Have you seen what happens in the local trains in Bombay? You will find that the train stops at a particular place, and the milkmen get into a compartment, and it stops at a particular place, and fishermen get into a compartment, and so on: they wait there, they get in, and they get out. This habit can easily be formed. Instruct your station staff as regards these bogies for intermediate stations, and that would avoid a lot of overcrowding.

They should consider the feasibility of that thing. Then as regards this overcrowding, if they have more of these Janata trains for long distances and you provide more conveniences and amenities, people instead of going today might prefer to travel tomorrow. After all everybody is not on official business. He will choose a convenient day for travelling. For my part I tell you I have never travelled in the night train except under compulsion. Night travel is awful. Therefore, these are suggestions that I would make for avoiding this overcrowding in trains.

And then I come to corruption. One thing I may tell you and that is this. Corruption is more in the traffic department, in the supply of these vehicles, for goods and things like that. It is quite possible to root out corruption. My only suggestion would be "Please keep an extra eye over that section of the employees". And then you will find that the check would easily come because they will know that there is a watchful eye over that matter. That is about corruption.

Then I shall make some suggestions as regards the opening of new lines. I will request the Member for Railways to see that Rayadung is connected somewhere at a convenient place to the Bangalore-Poona line because the people there have to walk nearly 60 to 70 miles to see a train, not to talk of catching a train. And there are hundreds and thousands of people who have not had the opportunity to see a train even. I will give you an instance. When a bus for the first time came to Harapanahalli, people there shouted *'chikrailu'* i.e. a small train. As students we know that railway were introduced as 'benefit' by the British rule. They did that wherever they wanted some military stations to be kept. For the same military reasons, too you have put in new lines at some places; you should not forget to open other lines; where there are no communications at all and people have to suffer all sorts of inconveniences.

Then you know that we have a number of these level crossings and you know the kind of accidents that take place and the amount of damages that the Government would be called upon to pay. I have myself been connected with a few cases not only in prosecutions against the employees but also with other cases. My one suggestion is "why do you not make all the gates open across the railway lines?" You should see that such measures are taken as would reduce the risks of accidents. There is now a shuttle train up to Anantapur. Continue it up to Guntakal or at least Pamidi. That would relieve crowding also.

Then about Anantapur. It is a fairly big place. It has a Municipality. There are so many officials and others who have to reach their offices in time. But unfortunately the train that passes in the middle of the town arrives between 11 to 11-30 and sometimes it is late—when levelcrossing gates are closed thus causing considerable inconvenience to the public at large because all traffic is blocked for about 20 minutes and sometimes even more. Therefore, you kindly see why an underbridge or something of that kind is not built in that place.

Therefore my request is that all these things must be looked into and as I said the Railway Minister has impressed me about his serious mindedness. I expect that instead of mere lectures or talks for appeal and co-operation, the real thing is that action must be seen and be shown and our Railway Minister has said "Judge me by my actions". I shall very gladly be here to thank him when those actions have materialised and we will also help him to materialise some of those actions.

Shri B. N. Misra (Bilaspur-Durg-Raipur): Sir, I thank you very much for giving me an opportunity to speak before this House on this subject. I make a confession to the House that I am a new man to this line and my life or my age in this House is only about a month or so. I come from Raipur i.e. Madhya Pradesh. So I will reveal the difficulties and problems experienced in our part of the country by the people.

I will deal with the question of opening up new lines in Madhya Pradesh. If you look to other provinces, you will find enormous railway lines existing. But in Madhya Pradesh that is not so. I am informed and I am sure that the survey of the new line starting from Raipur to Jagadalpur—Bastar and joining towards the Madras boundary has been completed and I do not find any sign or any report to show that that line will be taken up and the construction will start sooner or later. As you know this new line will pass through Bastar which is an area rich in mineral resources. By the opening of this new line the rich mineral resources which are there at present will be brought into use and that will go a long way to add to the wealth of the nation. I am sorry to say that this area of Bastar and Jagadalpur although rich in mineral resources, is a very backward area for lack of communication. We have got people at some places who have not seen even a railway engine till now. And fortunately or unfortunately we have got a Member of that calibre in this House itself.

The second thing is that looking to the railway lines which are at present in existence in U.P., Bihar and in other parts of this country, I may say that if one looks and has a glance through the map one will find so many railway lines there. While in Madhya Pradesh, there are a very few lines which can be counted on one's finger tips.

[Shri B. N. Misra]

Then there is the question of wagons. I have seen that if the Railway authorities are approached for wagons the common reply given is that they are short of wagons. But I think that is not exactly the position. The reason for the wagons not being available is that wagons are lying at junctions or big stations for an undue length of time. Efforts should be made by the Railway Administration to see that if a loaded wagon comes to a station it should be unloaded within a specified time and after unloading, it should be immediately sent to the other station which is in need of it. If this is done much of the difficulties of wagon shortage will be eliminated. The only thing the administration has to do is to ensure the quick movement of the goods wagons from one station to another.

I now come to my next point. Though our important places like Raipur, Bilaspur, Drug and other places are on the main Howrah-Bombay line we find that no Janata Expresses are run on this route resulting in an acute overcrowding in the Bombay Mail running between Howrah-Bombay. If Janata Expresses are run, if not on the entire route, at least between Howrah and Nagpur, that will solve the difficulties of the passengers travelling by the Mail.

We have been hearing that provision must be made for the amenities to the passengers. Well I would like to mention that there is no shed for the passengers at Raipur, Bilaspur and other stations. Recently, of course, a shed was constructed at Bilaspur over one platform but at big junctions like Raipur and other places which are business centres as well as traffic centres sheds have not been constructed. The reason for this is best known only to the administration but I would say that if steps are taken to construct these sheds it will solve many other difficulties apart from helping the passengers.

I have seen that the railway servants who travel not only in that line but also on so many other lines where I had the occasion to go, go in the I Class compartments. I have found that even sweepers and other lower grade servants go by that Class. And not only alone, they take their dogs with them. When questioned the only explanation which comes forward is that they are railway servants and they have got that much facility.

Again on the question of passenger amenities, I would suggest that at all those stations where the mail trains stop if the height of the platform were raised it would be of great help to the passengers.

11 A.M.

For the last few days I have been hearing that I Class should be abolished. I for my part fail to understand the criterion for the abolition of this class. There are different kinds of people having different status and living different types of life. There are so many dignified and great people who travel by this Class and if you abolish it they will be deprived of the comforts of travel. The provision of I, II, Inter, and III Classes also counts in giving accommodations as well as amenities to the passengers. Therefore, I personally do not agree to the abolition of the classes.

Pandit L. K. Maitra (Nabadwip): You do not want a classless society?

Shri B. N. Misra: You may be there, but I am not.

Then complaints are entered in the complaint books kept at the stations. There are people who write so many complaints in that book. From my own experience I have found that not one of my complaints written in the complaint books has been taken note of by the authorities. If you want to complain about a railway servant he knows that no action will be taken on the complaint, and that it will just remain in the book, and therefore your personal complaints go unheeded. The railway authorities should be very strict in this matter and should see that the complaints entered in the complaint books are thoroughly investigated. Otherwise there is no meaning in maintaining a complaints book in the form of big registers with complicated forms.

As regards the payment of compensation or damages to the business class whose property is lost in transit or in storage, the duration taken by the investigating officer is too long. Some times it takes a year and that brings dissatisfaction to the aggrieved party. I would only suggest that as soon as a notice for damages is received by the railway authorities from an aggrieved party there should be a time-limit set—approximately, and not rigidly—within which the railway should conduct an investigation and conclude a private settlement of the damages or give a reply saying, "According to our investigation we are not wrong—you may go to the law courts". At present we have to wait for so many months and sometimes years to get a reply like, "We cannot

do anything in the matter", or "There can be no private settlement between us and therefore you are at liberty to go to the law courts". This brings dissatisfaction to the business class and results in inconveniences to them.

While there has been a hue and cry asking for so many amenities, facilities and comforts for the travelling public, has there been any demand from any quarter to see that the railway servants who are doing their duties, who are working for the nation do not suffer, to see that they have proper housing and other facilities? I would request the Government to appoint a Committee to enquire into the difficulties or inconveniences suffered by the railway employees. Recently the Prime Minister had been to Kharagpur. He saw the quarters of the railway employees and he said they brought shame to the railways and to the humanity. So, I want to know what arrangements have been made for the provision of accommodation which will be suitable to railway employees. The Railway Budget has a big surplus. I wish that a major portion of it is spent for this purpose. It is a fundamental fact that if the railway servants are properly paid, housed and fed, they will put in even more work and this corruption about which a hue and cry is being raised both as regards railways and general administration will disappear. All these difficulties are due to the fact that the railway employees are under-paid and lack the necessary money for a decent existence. Corruption is the natural result of this.

Shri U. M. Trivedi: I have moved certain cut motions today. I had given notice of many, but only two have been moved by me and I am thankful to the Members of the Opposition for not pressing theirs in respect of one of my own cut motions. One motion deals with the question of the restoration of the train which used to run between Ajmer and Ratlam in pre-war days. That train was in existence since 1908 and continued up to 1940. While all over India the old trains have been restored, this train has not been restored. I would like to give the House the whole story behind it.

The ex-Minister of State for Railways, Shri Santhanam, and another of our ex-Ministers, Kaka Saheb Gadgil, came over to Neemuch once. We were very happy that we had two of our Ministers on one and the same day in one and the same place. The whole railway line was filled with huge crowds, who requested the hon. Minister of State for Railways to restore the train from Ajmer to Neemuch. After felicitations that we offered him in the railway station, we were promised that this train will be restored in the month of April of that year. We waited for April; we waited for October; we waited for the next April and the next October; again we waited for the April of 1952, but still the train was not coming! My grouse, my grumbling, my complaint is this. The General Manager flouted the hon. Minister and that too in no uncertain language. He came to Neemuch. Half the population of Neemuch went to see him and the reply he was pleased to give was indeed strange. He said, "The promise was made by the Minister, not by me. Unless and until I make the promise, the train will not be restored." The same man continues to be the General Manager and he has not restored this train, simply because it has gone into his swollen head that this train shall not be restored. The part of the country through which this train runs is the meekest: it is not famine stricken; never complains for food; and entertains all guests who come there. And yet we are deprived of this little facility, when metre gauge trains all over India are continuously being restored. We are not asking for amenities—amenities are far away from us—but we are asking for this facility which existed before and ought to have been restored to us long ago.

I approached the Traffic Superintendent and the Divisional Superintendent. They all agreed that this train could easily be restored. With a little effort, it could have been done. But look at the callous attitude of the General Manager: he has stopped this train. About the conditions of travel, we have seen what they are. I was rather surprised to see so many Members of the Opposition coming forward and saying that we are now having better conditions in third class. I do not know whether they come from Utopia. I know this much that being a third class traveller myself, I have found it extremely difficult to travel between Indore and Ratlam and between Ratlam and Ajmer. If you get into a night train, you have to travel standing on the footboard. There is no space to sit. There is not even space to stand. Children and women are left high and dry on the stations, simply because the train stops for just two minutes, and the Guard who is so careless does not care to find out whether all the passengers have got in. If the men get into the train, the women are left out; if the women get into the train, the children are left out, and the train steams off. It is in such conditions

[Shri U. M. Trivedi]

that we are travelling. The load has been increased and where there used to be only twelve rakes we have many more. In one case it is 28. Notwithstanding that, the trains are overcrowded and despite the overcrowding we are deprived of this train.

We have two trains 31 Up and 32 Down. They will now be called 71 Up and 72 Down under the new Western Railway system. This train runs from Ajmer up to Ratlam and again from Ratlam to Ajmer. The engine which comes from Mhow stops there and the whole rake is lying idle and the entire train that comes from Neemuch stops at Ratlam—I mean the 29 Up which will hereafter be known as 69 Up. The Guard comes and he stops at Ratlam; the driver comes and he also stops. If he wants to go back to headquarters, which is at Neemuch, he cannot. The Guard and the driver are compelled to remain idle in Ratlam, far away from their hearths and homes. They are not allowed to go back. The rake is lying idle. The engine that comes from Neemuch is not utilised and the journey from Ajmer to Neemuch is hardly of two hours' duration. Then there is a train which comes from Udaipur *via* Chittorgarh. In that case also, the Guard, the driver, the entire rake, the engine—all are idle and are not utilised and still we are asked to swallow this gullible story that they have no rakes to put on the track. They say they are short of stock; they lack engines. I know that the same number of engines are available in the Loco Shed at Neemuch and extra engines can be made available. And yet the poor General Manager goes to the extent of saying extreme things. The former Rajasthan Railway made a suggestion that this train could be run from Udaipur up to Ratlam but that also was brushed aside, and the General Manager said when the proposal was put up, "What does the General Manager of the Rajasthan Railway of 197 miles length know about railway trains?" In this connection I may inform the House that the General Manager of the Rajasthan Railway was a more highly paid officer than this General Manager who is talking ill about him. He has taken into his head not to restart this train.

Now I come to the question of corruption and bribery that is going on in the administration. We have been supplied with a booklet called "Towards better conditions of travel." On page 37, paragraph 14, appears this statement:

> "Fans were provided on platforms at twelve stations including Dadar, Surat, Broach, Baroda, Ahmedabad, Neemuch, Sirsa and Hissar. Rs. 10,000 approximately was spent on this account."

There is in this statement mention of the name of my station. The sentence is in past tense and this is a resume of the works undertaken in 1951-52. May I tell the House, that so far as it relates to my town it is bogus. No fans have been provided at Neemuch. I have recently come from Neemuch; my children have recently come from Neemuch; my servant recently came from Neemuch and my Private Secretary also came from there recently. I sent a telegram to my son to go and verify this and he tells me that no fans have been provided. I do not know whether this may be correct in relation to other stations mentioned.

I now come to the question of economy. I am a lawyer; I have to file nearly two hundred cases against the railways every year. I know where these thefts take place and how they take place. There is a certain department known in the railway by the name of Watch and Ward Department. I have always considered this Watch and Ward Department as Watch and Rob Department. It is this Department which is playing havoc in the administration. In paragraph 29 (page 14) of the White Paper on Indian Railways circulated to us it is said that the figure of compensation claims has risen from Rs. four lakhs in 1938-39 to Rs. 3·14 crores in 1951-52. The more the establishment added to the Watch and Ward Department the greater the number of thefts that take place. In the Rajasthan Railway which had a mileage of 197 miles, there were only three *chowkidars*. There were no thefts; there were no pilferrings. There was in those days no ticketless travel—it was a thing unknown. Dishonesty was never practised. Any passenger who wanted a ticket at any time could get it at any time. It was a pleasure to travel on the railways then. You were treated as an honest man; the attitude of an ordinary T.T. was that of an honest man. But with the integration of that railway, the dishonesty which is now being practised all over the railways will spread there also. The three *chowkidars* who were in the employ of the Watch and Ward Department were getting a salary of Rs. 21 per month. With that they were honest. In their place you are now going to provide 47 constables, a Sub-Inspector of the Watch and Ward

Department and an Inspector of the Watch and Ward Department. The result is that expenditure is going to mount up. At the same time the loss and damages which the people will suffer will go on increasing.

Before I sit down I want to refer to a matter to which the Railway Minister himself referred. We are all talking of the services of the workers. We are all agreed that we must provide better facilities and amenities to those who work for us. But I would suggest to the party which is putting forward the cause of the labourers and workers to go among them and tell them: we are all Indians; these railways belong to us and as our bounden duty we must give up corruption—we must not try to cheat people; we must not try to cheat those who are our customers; we should not unnecessarily conspire to allow railway wagons to lie idle when people have goods to move. The moment a train arrives and there is omnibus loading to be done, they always combine together: immediately comes the carriage superintendent sahib or the superintendent and says:

यह वैगन तो सिक हो गया है, निकालो इसे।

[This wagon has gone sick: take it away.] The trader, who perhaps is travelling with the train, has to pay some money for the sick wagon to come to life. We have been noticing this. For unfortunate people like us who have to live in small *mofussil* stations this is a matter of daily occurrence. I would, therefore, fervently ask the hon. Minister, to chalk out a programme to wipe out corruption and bring about an amelioration in the condition of the workers. The Railway Minister also should take pains to find out whether the Engineering Department, which says that it has completed such and such work, has actually done the work or is merely swallowing the money. If the hon. the Railway Minister were to pay a visit to our side where Government are spending lakhs and lakhs of rupees, he will be surprised to find that the amenities supposed to have been provided are non-existent. Mine is not the only place where this is happening; it is happening all over the country.

Pandit Thakur Das Bhargava (Gurgaon): In case a Member whose name is called is not present in the House, will you allow others who are not in the list to speak?

Mr. Deputy-Speaker: I will exhaust the names of those whose names are here and come to others.

सेठ अचल सिंह : उपाध्यक्ष महोदय, यह रेलवे का जो मसला इस वक्त हमारे सामने है यह बहुत अहम मसला है। हमारा केन्द्र का बजट चार सौ करोड़ का है और रेलवे का बजट तीन सौ करोड़ का है। हमारे देश की आबादी ३६ करोड़ है और रेलवे का बजट तीन सौ करोड़ का है। इस प्रकार नौ रुपया फी आदमी के हिसाब से यह बजट आता है। यानी नौ रुपया फी आदमी के हिसाब से पब्लिक से आते हैं और खर्च किये जाते हैं। यह मसला बहुत अहम मसला है। जिस वक्त हमारे देश का बटवारा हुआ था उस वक्त रेलों की क्या हालत थी यह हमारे आनरेबुल मेम्बर जानते हैं। कोई गाड़ी टाइम से नहीं आती थी। बहुत भीड़ होती थी और बहुत बदइन्तजामियां थीं। लेकिन पिछले चार वर्ष में अगर कांग्रेस मिनिस्ट्री ने कोई काम किया है तो वह यह कि रेलवे में बहुत अच्छा आदर्श उपस्थित कर दिया है। आज हम देखते हैं कि जो रेलें घंटों लेट आती थीं वह ठीक टाइम से आती हैं और हर तरह की सहूलियत दी जाती है। लेकिन अपोजीशन के मेम्बरों की तो यह आदत है कि मामूली मामूली बातों को बढ़ा बढ़ा कर के क्रिटिसाइज (criticize) करते हैं। काम करना बहुत मुश्किल होता है और नुक्ताचीनी करना बहुत आसान होता है। मैं आप को बताऊं कि जिस वक्त हिन्दुस्तान और पाकिस्तान का बटवारा हुआ था उस वक्त रेलों की हालत बहुत खराब थी। साथ साथ अंग्रेज लोग हजारों मील लाइनें यहां से उखाड़ कर ले गये, डब्बे ले गये, और इंजन ले गये और काफ़ी सामान ले गये और लड़ाई के जमानें में कोई नया सामान नहीं आया। साथ ही जब पाकिस्तान का बटवारा हुआ तो हमारा बहुत सा सामान पाकिस्तान को गया और हिन्दुस्तान में बहुत थोड़ा सामान रह गया। तो ऐसी हालत में रेलों की व्यवस्था करना मामूली काम नहीं था। यह कांग्रेस

[सेठ अचल सिंह]

मिनिस्ट्री ही थी जिस ने रेलों की व्यवस्था को ठीक किया। आज इस रेल विभाग से हमारी सरकार को ३०० करोड़ रुपये की आमदनी होती है जिस में से २१७ करोड़ रुपया खर्च किया जाता है और ७९ करोड़ रुपया जो बचता है वह और ज्यादा कोचेज (coaches) और इंजनों और तमाम ऐमिनिटीज (amenities) के लिये खर्च किया जाता है। उपाध्यक्ष महोदय, यह बहुत आसान होता है कि टीका टिप्पणी कर लें। आप देखिये कि आज से चन्द साल पहले की क्या हालत थी और आज क्या हालत है। इस में काफी फ़र्क़ है। हर एक स्टेशन पर शैड (Shed) लगाये जा रहे हैं, पंखे लगाये जा रहे हैं, ठंडे पानी का इन्तिजाम किया जा रहा है, फलश लैट्रिन्स (Flush latrines) बनाये जा रहे हैं। इलेक्ट्रिफिकेशन (electrification) हो रहा है और दूसरी ऐमीनिटीज दी जा रही हैं। मंत्री महोदय ने बताया कि तीन करोड़ रुपया पैसिंजर ऐमिनीटीज पर खर्च किया जायगा और अगर जरूरत होगी तो वह इस को चार करोड़ तक कर देंगे। रेलवे की हालत दुरुस्त करने के लिये लाखों रुपया खर्च किया जा रहा है। कहीं प्लेटफार्म बनाये जा रहे हैं, कहीं इलेक्ट्रिफिकेशन हुआ है, कहीं मार्शलिंग यार्ड (marshalling yard) बनाये गये हैं, कहीं नई लाइनें बनाई गई हैं, और कहीं पर जो लाइनें खराब हो गई थीं वह बनाई गई हैं। इस तरह अगर देखा जाय तो कहना होगा कि बहुत ज्यादा काम हुआ है। तो मेरा यह सुझाव है कि माननीय मंत्री जी देखें कि जहां जहां जरूरत और है वहां और काम किया जाय। यह देश बहुत बड़ा है और सब काम एक साथ नहीं हो सकता है। करीब ३३ हजार मील लम्बी लाइन यहां है, हजारों स्टेशन हैं और करोड़ों आदमी सफ़र करते हैं। कोई जादू तो है नहीं कि सब काम एक दम हो जाये। धीरे धीरे हालत सुधर रही है। और आशा है कि मुसाफ़िरों की जो और तकलीफें हैं वह भी बहुत जल्द दूर हो जायेंगी बशर्ते कि जैसा कि माननीय मंत्री जी ने कहा, पब्लिक अपनी जिम्मेदारी को महसूस करे। जब तक हम सब लोग मिल कर के इस काम को नहीं करेंगे और जनता यह नहीं महसूस करती कि यह हमारा काम है तब तक यह नहीं हो सकता। अगर आप चाहें कि हम कुछ न करें और सरकार ही सब कुछ कर दे तो यह कैसे सम्भव हो सकता है। अब हम लोग स्वतंत्र हो गये हैं, इसलिये हमारे ऊपर यह जिम्मेदारी आ जाती है कि हम इस काम को अपना काम समझ कर करें। उसी हालत में हम उन्नति कर सकते हैं।

मैं आगरे से आता हूं और मुझे आगरे के बारे में कुछ बातें सरकार के सामने रखनी हैं। मैं उन बातों को मंत्री महोदय के सामने रखना चाहता हूं। आगरा एक बहुत बड़ा स्थान है जहां पांच लाख की आबादी है और जहां तमाम दुनिया के टूरिस्ट (tourist) ताज, सिकन्दरा और फतहपुर सीकरी देखने खास तौर से आते हैं। आगरे में कोई सेंट्रल स्टेशन नहीं है। वहां आठ स्टेशन हैं और मुसाफिरों को काफी दिक़्क़त है। आगरे में जी. आई. पी. का खास स्टेशन आगरा कैंट है। वहां पर शैड नहीं है। वहां हजारों आदमी आते हैं। उन को धूप और बरसात में काफी तकलीफ़ होती है। इसलिये मैं चाहूंगा कि आगरा कैंट स्टेशन पर एक शैड लगाया जाय।

इस के अलावा आगरा एक मेन स्टेशन है। लेकिन ई० आई० आर० की गाड़ियां सीधी टूंडला हो कर जाती हैं आगरे नहीं आती हैं। मैं चाहूंगा कि एक या दो गाड़ियां

ऐसी जारी की जायें जो दिल्ली से चल कर आगरा होती हुई कलकत्ता जाया करें। इस से लोगों को सुविधा हो जायेगी।

मेरा एक सुझाव और है। आगरे में बहुत सा कोयला कारखानों के लिये आता है। बहुत दिनों से यह शिकायत चली आती है कि जमुना ब्रिज पर कोयला चोरी जाता है। हमारे देश में बहुत से ऐसे लोग हैं जो किसी न किसी तरह अपने स्वार्थ को पूरा करना ठीक समझते हैं। इसी वजह से बहुत से गैंग (gang) बन गये हैं जो चलती हुई गाड़ियों के डब्बों से सील तोड़ कर माल निकाल लेते हैं और लाखों रुपये का माल इस तरह से चोरी जाता है। इस के वास्ते बजट में नौ करोड़ रुपया रखा गया है कि जिस में से कम्पेन्सेशन (compensation) दिया जाय। अगर वाच एंड वार्ड (watch and ward) और पुलिस का इन्तिजाम ठीक हो जाये तो यह दिक़्क़तें दूर हो सकती हैं और यह जो रुपया कम्पेन्सेशन देने पर खर्च होता है वह बच सकता है। इसलिये मैं चाहूंगा कि जो रेलवे पुलिस है उस की तरफ काफ़ी ग़ौर किया जाय ताकि ऐसी चोरियां कम हो जायें, साथ साथ जनता इस बात का ध्यान रखे कि वह जो रिश्वत देती है वह न दे। आगरा एक बहुत बड़ा व्यापारिक केन्द्र है। वहां ८० दाल की मिलें हैं। वहां करीब सौ वैगन रोज दाल और और तरह का सामान तैयार होता है। पहले बहुत गड़बड़ी थी और कांग्रेस गवर्नमेंट के मिनिस्टर श्री सन्थानम इस को देखने आगरे गये थे और उन्हों ने व्यापारियों और चेम्बर आफ़ कामर्स और आगरा ट्रेड ऐसोसियेशन से मिल कर ऐसा इन्तजाम किया कि रिश्वत लेना बन्द हो गया और जो पहले एक एक वैगन (wagon) के लिये ई सौ, तीन सौ या चार सौ रुपया दिया जाता था वह बन्द हो गया। लेकिन फिर स्वार्थवश रेलवे वालों ने और कुछ व्यापारियों ने इस इन्तिजाम को तोड़ दिया और अब फिर वही बात होने लगी है। इसलिये मैं कहूंगा कि जो स्कीम सन्थानम साहब ने चालू की थी वही काम में लाई जाय। मैं माननीय मंत्री महोदय से निवेदन करूंगा कि जो बातें मैं ने उन के सामने रखी हैं उन पर वह ध्यान देंगे।

साथ ही साथ टिकटलेस पैसेंजर (ticketless passengers) बहुत चलते हैं, उस पर भी जरा ध्यान होना चाहिये। अभी यह शिकायत हाउस के सामने आई थी कि थर्ड क्लास पैसेंजर्स को जगह नहीं मिलती है। मेरा सुझाव यह है कि जिस तरह से कंडक्टर गार्ड (Conductor Guard) फर्स्ट और सैकेंड क्लास पैसेंजर्स के लिये गाड़ी में रहते हैं और फर्स्ट और सैकेंड क्लास पैसेंजर्स को देखते हैं उसी तरह से उन का यह भी फर्ज होना चाहिये कि थर्ड क्लास के पैसेंजर्स का भी ख्याल रखें और उन की मदद करें।

मैं इन सुझावों के साथ अपनी बात हाउस के सामने रखता हूं और आशा करता हूं कि मंत्री महोदय इन पर ध्यान देंगे।

(English translation of the above speech).

Seth Achal Singh (Agra District—West): Sir, the issue of Railways that is before the House just now, is of paramount importance. The total Central revenue is four hundred crores of rupees while earnings in the Railways alone come to three hundred crores of rupees. Compared to our total population, the revenue comes to Rs. 9 *per capita*. In other words every member of the public pays Rs. 9 for expenditure under this head. The hon. Members are well aware of the conditions prevailing in the Railways at

[Seth Achal Singh]

the time of partition. No train kept to the scheduled time, there was extreme rush and utter mismanagement. Despite all that, if there is a single achievement of the Congress Government during the last four years of the country's administration; it is the fine example they have set in the case of this Department. Today we find the trains running in time whereas formerly they used to run late by several hours. Now every facility is made available. Still the Opposition Members have a habit to make a capital of even minor things of detail and thus indulge in criticism at every conceivable opportunity. It is easy to criticise but very difficult to do hard work. I want to say that the railways were in a very bad state at the time of the partition of the country into India and Pakistan. To add to our difficulties, the British removed several hundreds of mileage of the lines in addition to many wagons and engines. They removed a good many accessories. Contrary to that nothing was imported during the war years. To aggravate the situation, in the partition of assets much went over to Pakistan while very little was left in India. Under the circumstances, it was not so easy to manage railways. It is to the sole credit of the Congress Government that things were put in order. The present position is that the gross earnings are 300 crores of rupees, out of which the expenditure under the various heads comes to 217 crores of rupees. Thus, a surplus of 79 crores of rupees is left which is utilised for the purchase of coaches, engines and in providing amenities for the passengers.

Sir, it is very easy to criticise. We should just compare conditions at present to those prevailing a few years back. There is a vast difference between now and then. On every station provision is being made for sheds, fans, cold water, flush latrines, electrification and other amenities. The hon. Minister has stated that the Government intend to spend three crores of rupees on amenities for the passengers which sum, if the need arose, will be increased to four crores. Lacs of rupees are being spent now to make the railways better. At some places electrification is proceeding while at others marshalling yards and platforms are under construction. Many a new railway line is under construction while many old railway lines are under repair. Viewed in this light we have to concede that there has been an all-round progress in the working of the railways. I, however, suggest that the hon. Minister should constantly watch and effect improvement where there is still some scope left for it. Ours is a very vast country; everything cannot be done all at once. We have about 33,000 miles of railway line, thousands of stations and crores of people travel by rail. We have no magic wand by which everything can be accomplished in no time. The position is taking a turn for the better gradually. We hope to improve the passengers' lot gradually and remove their difficulties. There is, however, one pre-requisite. As the hon Minister has stated, till the public feel their responsibility in the matter and a spirit of co-operation inspires us all in accomplishing this work and till we come to regard it as our own assignment, this result simply cannot be achieved. If you are unwilling to contribute your own mite and expect everything to be done by the Government, the desired improvements cannot be brought about. Now we are a free Nation. As such a responsibility devolves upon us to consider this work as our own. That is the only road to progress.

I come from Agra; as such I have to bring certain things concerning Agra to the notice of the Government and the hon. Minister. Agra is quite a big city having a population of nearly five lacs. Tourists from all parts of the world come there to visit the Taj, Sikandra and Fatehpur Sikri in particular. There is no central station in Agra. As many as eight stations serve the needs of the travelling public bound for Agra which fact only adds to their difficulties. G. I. P. has its station at Agra Cantt. No shed has been provided there. Thousands of travelling public come there only to face the rigours of the scorching sun and rain. I therefore want that a shed may be constructed at Agra Cantt.

Again, Agra is a main station. What happens, however, is that E.I.R. trains run *via* Tundla and do not pass through Agra. I want that one or two trains should start from Delhi and should go *via* Agra on their way to Calcutta. It will prove so convenient to the people.

There is one more suggestion I want to give. Many wagon-loads of coal meant for industrial purposes are unloaded at Agra. Since long it is complained that a large scale pilferage of coal takes place at the Jamuna Bridge. There are quite a large number of people in our country who believe in

the achievement of their selfish ends by hook or by crook. This has led to the formation of gangs who break the seals of wagons even of running trains and steal goods worth lacs of rupees. In the budget a sum of three crores of rupees has been provided towards compensation. If, however, we could tighten up the arrangements in respect of watch and ward staff and the police much of this difficulty could be removed and the money provided for the payment of compensation could be saved. I, therefore, want the railway police to be made more vigilant so that the number of thefts may be reduced. Again I want some steps to be taken to dissuade the public from offering bribes. Agra is an important business centre where as many as 80 pulses mills work. A 100 wagon load of pulses and such like products are manufactured daily. Grave mismanagement prevailed there formerly which impelled even the hon. Minister of State, Shri Santhanam, to pay a visit to Agra. With the co-operation of the local businessmen, the Chamber of Commerce and the Traders' Association he took action whereby corruption was stopped and thus people were saved from paying 250, 300 to 400 of rupees for getting one wagon to despatch their production. But the railway employees and the local businessmen out of sheer selfish motives have again managed to set those arrangements at naught and now they have reverted to the same original position. I, therefore, want the scheme introduced by Shri Santhanam be worked again. I request the hon. Minister to note the suggestions made by me.

The issue of ticketless travel should also engage our attention. Many persons travel without ticket. A complaint was just heard that third class passengers face much difficulty in finding accommodation in the trains. I request that, as in the case of first and second class compartments, the conductor guards travelling with a train should also think it their duty to look to the convenience of third class passengers and help them in every way.

I hope my suggestion will receive the hon. Minister's attention.

Shri Frank Anthony (Nominated—Anglo-Indians): Sir, I propose in the few minutes at my disposal to deal exclusively with the disabilities of railway staff. During the many days that have been allotted to this discussion we have heard a great deal about the disabilities of the travelling public and of the public generally. There has been a tendency, which seems to have continued, to overlook the disabilities of the railway staff. Sometimes there is a tendency, which I at any rate have deplored, of unnecessarily criticizing the railway staff. And although sometimes it becomes an easy and attractive pastime for members to make an accent solly of railwaymen I hope the Railway Minister will not fall a prey to this kind of unnecessary criticism of the railway staff. I know that comparisons are odious, but I venture to submit that, by and large, railwaymen work under conditions which are more strenuous and more difficult than those which other Government servants are called upon to face. By and large, although some people quite wrongly believe that they are an overpaid, pampered class of railway employees, by and large, they suffer more difficulties and greater disabilities than any other class of Government servants. Some of the points which I shall refer to have taken on the nature of a hardy annual at these railway debates. They will remain so because in spite of the fact that people like myself and other people who come here to represent railway labour and who have been agitating these questions, for one reason or another the Railway Administration has not shown sufficient sympathy in order to remedy these glaring anomalies. I am hoping that since we have a new Railway Minister, he will sweep like a new broom and sweep clean and bring to bear to these glaring anomalies a new approach, an approach characterized by sympathy and understanding towards the railwaymen.

I am racing against time and hence I propose to deal very briefly with some of the major grievances. The first grievance to which I wish to draw the attention of the Railway Minister is a very widespread and acute grievance which I have underlined repeatedly without very much effect and that is the abuse of the process of selection. I think it was yesterday that the Railway Minister referred to the need for eliminating corruption on the railways. Everyone will endorse that sentiment. It is a very salutary thing to eliminate corruption, wherever it may appear. It is only salutary in so far as we allow first things to come first; the elimination of corruption will be salutary, if we start eliminating corruption from the top. And I venture to submit that one of the worst forms of corruption on the railways today is through the abuse of this process of selection. Corrupt-

[Shri Frank Anthony]

ion today is rampant on the railways in that it has taken the form of nepotism, of putting in one's friends, one's relatives, one's caste people, one's community people irrespective of their qualifications or their lack of experience.....

Pandit Thakur Das Bhargava: It is not in railways alone.

Shri Frank Anthony: My hon. friend has inquired whether it is confined to the railways alone. I say: No. I say that nepotism is a form of corruption which afflicts and corrodes perhaps the greater part of our administration today and I also venture to submit that we should keep this in its proper perspective, which is the greater, form of corruption—the corruption of the railway official who sits on a Selection Board and deliberately with impunity practises nepotism or the corruption of a humble subordinate railwayman, finding it difficult to make both ends meet, who is trapped into accepting two rupees, is then prosecuted and ultimately sent to jail? According to my standards I say that the railway official, who openly and with impunity practises nepotism, is the person who ought to be penalised to a greater extent. I could give to this House and to the Railway Minister, not scores but literally hundreds of cases where Selection Boards have practised nepotism flagrantly, openly and shamelessly, but I have not got the time. I would underline what I am saying by giving the Railway Minister one case. It is a case which I believe I have represented or I am about to represent to him. It is symptomatic of what is happening by and large with most Selection Boards today. It is the case of a senior Bridge Inspector, a man who was specially singled out to perform onerous tasks over and over again because of his efficiency and his experience. What happened? A junior, a man two grades junior to him, skips both these grades—a man who has been found to be categorically unfit for the lower of the two intermediate grades, skips that grade, skips the next higher grade and supersedes this man and one of the worst and the most dishonest features of this supersession is that the man who has been specially selected over and over again for a special job, has been superseded *in absentia*; and when I represented it to the General Manager of the G.I.P. Railway, I found tragically that this indefensible, openly dishonest act of flagrant nepotism was endorsed by railway officialdom. Today the railwaymen are bitter, frustrated; they are being filled with a sense of hatred, because they find that in the name of selection, this kind of flagrant nepotism is going on. I have repeatedly made the plea and I do not understand this. If the Railway Minister is anxious to work in the best interests of his men, I say if you must have selections then at least contain the mischief of selection. I have repeatedly asked: Lay down a formula for selection. I know that the B. N. Railway had a uniform system for selection. I do not know the exact details, but if 100 marks were allowed for a selectee, 25 per cent. was given for seniority, another 25 per cent. was based on his official record, 25 per cent. was given for efficiency and qualifications and 25 per cent. alone was allocated for pure selection, in that way the mischief of nepotism or the opportunity for nepotism was restricted. And I would also make this plea for the adoption of a uniform formula; it has worked exceedingly well on the B. N. Railway Further I cannot understand the introduction of the selection for non-supervisory cadres. In the old days, for instance, the loco staff and the drivers provided they passed their examinations, and their driving tests were given their promotions from grade to grade automatically: but now the drivers also have been brought within the coils of this tortuous system of selection. In the old days according to that system they set up standards of efficiency which we may never recapture—they passed their driving tests: they passed their eye-sight tests and were then promoted. What is there to prevent the railway system from reverting to the old practice of allowing them to go from grade to grade automatically, subject to their passing their tests, (*Interruption*). My hon. friend asks me to forget those Halcyon days. I am endeavouring to restore them.

The next point I wish to refer to is the question of channels of promotion. This is a matter which has assumed a particularly acute form on the South Indian Railway. I shall refer to it very briefly. Men recruited five or seven years back are being retrospectively penalised. They were recruited under certain conditions of service; they satisfied the educational qualifications and they were recruited as literate staff; they come under certain definite conditions of service and definite channels of promotion. Today, seven years after, new conditions of service have been introduced and retrospectively, the conditions of service including the channels of promotion of these men have been changed. It is a flagrant case of breach of contract. Over and over again, I have

represented this matter to the Railway Board. All I get is an insentient and unsympathetic response. The railwaymen had been recruited under the then prevailing conditions but eight years after, the Railway Administration chooses to change those conditions of recruitment retrospectively, and the men recruited as far back as in 1943, who were then put into the category of literate staff, who had definite channels of promotion, and definite scales of emoluments now find that, all that has gone by the board nine years after, and I say this is a flagrant breach of contract and these men are being penalised. Are these difficult matters to redress? Over and over again I have pointed out that a man with a modicum of commonsense and a sense of fair play could with a stroke of the pen be able to redress grievances of this sort.

One of my friends here spoke of suspension. I want to underline certain aspects of this question of suspension. I think it is clause 1711(b) of the Railway Staff Establishment Code which gives the Railway Administration a discretion to suspend a railway employee. My experience is that employees are—not always but very often—arbitrarily and unfairly suspended. My particular grievance under this particular clause is that the competent authority can only suspend an employee for a period of four or six months. I cannot vouch for the exact period, but as my hon. friend pointed out instead of their being suspended for the prescribed period, I know of cases where men have been suspended and kept under suspension, not for a period of four or six months but for one, two and two and a half years. Then during this period of suspension, they are given quarter pay. How do you expect a man to live when with his full pay, he is unable to keep his body and soul together? How do you expect him and his family to live on quarter pay? With regard to this question of suspension, there is another aspect under clause (a) of the same article. The Railway Administration has been given the discretion of putting a man back to duty, pending the decision of a court case. This is a particular grievance. I find that as soon as the police start an investigation, the railway employee is immediately suspended. This has happened in many cases. The police in their own casual way take as long a time as they like, an inordinately long time sometimes, to conclude their investigation. I have known cases where the police have taken two, two and a half or three years to conduct an investigation. At the end of two and a half years, they find that there is no evidence. All the time, the man has been under suspension with quarter pay. The other day the Railway Minister referred to a serious accident. I noticed from his remarks that the local station masters had been arrested. I do not object to their arrest. What I object to is the other remark that as soon as they were arrested they were suspended. What justification is there to suspend people merely because the police have arrested them? We profess to follow a civilised form of jurisprudence that a man is innocent until he is proved guilty. But, the Railway Administration would appear to adopt the French system of jurisprudence. They treat a man as a felon from the very beginning. He is immediately put off duty, and given quarter pay. I have known of many such cases. They cannot live on that pay. How can you expect a man who may be as innocent as on the day when he was born, to prove his innocence if he has not the wherewithal to feed himself, where can he get the resources to defend himself? A man may be involved in an accident. It may be we cannot put him back on duty. You may take him off duty. But, I say, do not suspend him and do not give him quarter pay. At least give him the resources with which to live, to defend himself, and the wherewithal to prove his innocence if he is in fact innocent.

There is another point...

Mr. Deputy-Speaker: The hon. Member has got two minutes more.

Shri Frank Anthony: There are several points which I wish to refer to. But I am skipping over many important points. I wanted to talk about the 54-hour week; I want particularly to refer to the Class II officers and section controllers. With reward to the Class II officers, this is a matter which has been agitated by me year in and year out. I cannot find any justification for this class. As a matter of fact, it has amazed me that an administration which pays lip service to a classless, casteless society should not only perpetuate what the British did in order deliberately to create class distinctions among the officers, but should create further class distinctions. In 1942, the Railway Board accepted the abolition of Class II officers. In 1947 or 1948 provision was made in the Budget to this end. What has happened? I have a great regard for the members of the Railway Board and the General Managers. But in fact, what has happened is that the brown bureaucrat has out-done his white counterpart, he has out-heroded Herod. The British drew a pale around

[Shri Frank Anthony]

their Class I officers. They did not want to pollute the Class I officers by allowing them to rub shoulders with the promoted subordinate. They created a class II: the pariah, the untouchable. After Independence, the administration which was committed to the principle of a class-less society, has introduced Class II, even where it did not exist. This is utterly indefensible. The officers in Class II do exactly the same jobs as junior scale officers of class I; they perform the same functions; they discharge the same responsibilities. Yet, because one belongs to Class I and the other to Class II, they get differential scales of pay, differential emoluments and they have different prospects. The whole position is utterly indefensible. What is the reason for continuing this unjustifiable class distinction? We pay frothy, pretentious, recuous lip service to a classless, casteless society; yet the Railway Administration creates class distinctions when it has an opportunity of doing away with what the British had done.

One word about section controllers. This is a class which has suffered as a result of the implementation of the pay scales. They have suffered not only with regard to pay scales; they have also suffered with regard to their channels of promotion. I propose to address the Railway Minister on this matter in greater detail. I hope he will treat this case which constitutes a definite anomaly with sympathy.

Shri Lakshmayya (Anantapur): I rise to support the Demand for the grant of funds to Ordinary Working Expenses—Administration. In doing so, I would like to point out certain defects prevailing in the railways.

At the outset, I should like to repeat the song sung by several hon. Members in regard to the miserable plight of the third class passengers. It is really heart-rending and pitiable. We can see on the platforms a good number of third class passengers stranded for want of accommodation; unable to get tickets on account of overcrowding. One solution for this problem which an hon. Member suggested today is increase of short distance trains from one place to another. Another solution is this. It is the common man who always travels in the third class bogies; it is the common man who pays for the larger revenue of the railways. So it is that man who should enjoy comfort as of right. We therefore should increase the number of third class bogies and decrease the upper class ones in order to afford more facilities and more accommodation to the third class passengers.

Next, I may suggest that every official, either the guard or the underguard or the station-master comes and makes enquiries about the upper class passengers. What about the fate of the third class passengers? They should also be cared for. Some officials should be appointed to look after their comforts and accommodation. This is absolutely necessary.

Unfortunately, the red-tapism that was left by the British is still present in the administration. The guards, station-masters, and others never feel that they are the servants of the common man. They never feel that these are days of democracy and that they are under a democratic Government and that they must serve the needs of the common man. This is a thing to be rectified before long. Unless they feel that they are the employees, or servants of the common man, there will be no happiness and comfort for the common man in the railways.

I have to congratulate the Financial Convention Committee for the Development Fund set apart to expand rail facilities. It is intended for the general economic development of the undeveloped or under-developed countries. I come from Rayalaseema, particularly, from the Anantapur district. The five districts namely Anantapur, Bellary, Cuddappah, Kurnool and Chittoor which are known as Rayalaseema, are poor and backward. My district Anantapur stands first in the alphabetical order, and ranks first also in poverty and backwardness. The *ryots* are poor though the lands are fertile. On account of inadequate rainfall, and lack of water facilities, the yield is very low. Unfortunately there are no plans for this area in the post-war development schemes. Still it is the duty of the Government to lay some new lines in the backward tracts and improve their conditions. It is true the tract is thinly populated, the people are backward and the new lines may not be remunerative, but it is equally true that the development of the tract may be hastened by the improvement of the communications and transport. I ask you, Sir, is it not obligatory on the part of the Government to develop these areas? If one of the limbs is ailing, the system of the body cannot be said to be sound unless that is set right, and healed.

I may suggest a few new lines. Firstly, the Bellary-Rayadrug line, metre gauge, now running, may be

extended to Dharmavaram *via* Kalyandrug in Anantapur District. Both Rayadrug in Bellary District, and Dharmavaram in Anantapur District are silk weaving centres, and they are commercial places also. They are the headquarters of the *Taluks* and the line will pass through Kalyandrug, which is another *Taluk* headquarters. The Kambli weaving industry at Kalyandrug may be developed. Tamarind is abundantly grown at Kalyandrug. By connecting this line, we are promoting the commerce and industry of these places to a large extent. After all, the distance is only 50 miles, and it does not cost much for the Railway Board to lay this new line.

Another line I suggest is a line between Guntakkal and Tumkur in Mysore State *via* Kalyandrug. This is to link up with Mysore State. The distance may be large but the benefits are many. There are no rivers across the route: hence the cost will be less. The line will pass through Uravakonda, Kalyandrug, Pavagada and Madakasira. Uravakonda is a big commercial centre, and it is a centre for groundnut and cotton. It is a town with growing population and a number of factories are working and it is in the heart of the black cotton soil. Pavagada is a *Taluk* headquarters in Mysore State. Madakasira is said to be the garden of Anantapur District once upon a time. Now it is a desert on account of the failure of rain. All the mango gardens, orchards and paddy fields have disappeared. By opening this new line, the people in the distant villages of Kalyandrug *Taluk*, who have still not seen the train since the nearest railway station is thirty miles away from them will come in contact with the rest of the country, and it will arouse a desire in the apathetic backward people of these villages for advancement.

The next thing I want to suggest is the remodelling and rebuilding of the Anantapur Railway Station. It is absolutely necessary and indispensable. Anantapur is the headquarters of the district with two colleges, one Engineering College, another Arts College. It is a town with a growing population but it has got a station of a primitive type, like an old cottage. It is as it was constructed about half a century ago. It is a disgrace especially since it is the headquarters of the district. In these days of democracy, such things cannot continue and unless it is re-built in a befitting manner, there will be no convenience or comfort for the people.

And they have made a number of representations and sent deputations, but with no result.

There is another thing with regard to the level-crossing. Just now, an hon. Member of Anantapur suggested that at a distance of two furlongs from the station, there is a level-crossing. Instead of serving the needs of the people, it serves as a stumbling block for the traffic. People who have to go urgently are stranded for half an hour, particularly when the goods train happens to pass that way. Unless an under-bridge or an over-bridge is constructed, it will be highly inconvenient for the public.

12 NOON.

I am glad, to hear that there is a proposal to open a flag-staff station near Anantapur, at a distance of two miles, for the convenience of the students of the Engineering College. Anantapur is a seat of learning and culture. Though it is not a commercial place, it has got its own importance. Its healthy and congenial climate has attracted a number of other people to come and settle down there. I will end with the appeal that this economically backward tract may be improved by laying new lines and by opening, rather starting, more industries and river projects. If this is done I am sure that the famine which is now revaging Rayalaseema will be the last of its kind and Providence will hear our fervent prayer to bless it with plenty and prosperity.

Shri Muniswamy (Tindivanam): I rise to speak about the practical difficulties of the railway workers, particularly in the Southern Railway.

Much has been said about the facts and figures of the railway. I am dealing only with the facts. To tell you briefly, since the Government took over the railway in the year 1946, the condition of the workers has become worse. To tell you briefly, with all this regrouping business, no special attention has been paid to the workers at all. Formerly, if a complaint was made, it would be attended to within a week or two. Now, it has to pass through ten stages or fifteen stages. After all nothing is done.

I have gone through the books supplied to us, Sir, about the amenities provided, about this and that. I think they are like matrimonial advertisements. Sometimes we see in papers that brides are wanted, and bridegrooms are also wanted. Sometimes they send us the photos of brides also. They look beautiful, and attractive. When we look at the persons direct, they look awkward, sometimes very

[Shri Muniswamy]

unattractive. Then, we come to know that it is the touching of the photographer which has made the bride or bridegroom beautiful.

Mr. Deputy-Speaker: Is the hon. Member a bachelor?

Shri Muniswamy: May I know why the Deputy-Speaker is interested in it?

Let me not dwell upon that example. So also, when I was going through the books supplied to us they are nicely written, sweetly worded with noble sentences—I found they have got nothing to do with the practical life of the workers. Because, when I went through the books and compared them with the practical life of the workers, I found it is the touching of the hon. Minister that has made the books beautiful.

As one coming from the Toilers Party of the South, I know the practical difficulties of the railway workers. This regrouping business has become too unwieldy. They cannot attend to any work. Take, for example, the case of the ticket examiner or the driver. The driver or the ticket examiner has to travel at a stretch 200 or 300 miles. For instance, a ticket examiner has to travel from Madras Egmore to Tiruchirapalli at a stretch. The driver is in the engine, the guard is in the guard-van, but this ticket examiner has not even got a single seat to sit upon. And if he comes to Tiruchirapalli he will have to remain there for one day, and so he will have to carry a box with him. Where is he to keep that box? Do you expect him to carry the box from carriage to carriage? That is one of the complaints made by the Ticket Examiners' Association. These are the problems which they want to be solved.

We have seen in the Budget that out of a sum of Rs. 282 crores, some rupees three or four crores are allotted for the welfare, amenities and so on. It is stated in the book 'Towards Better Conditions of Travel' supplied to us along with the Railway Budget, that 'the work was in progress at Cuddalore New Town...' under the head 'Improvements to Station Buildings.' Sir, I am coming from Cuddalore New Town, South Arcot District, in Madras State, and I know what is happening there. Rupees seven lakhs were allotted for the platform remodelling, this and that...

Shri M. V. Krishnappa (Kolar): The hon. Member is repeatedly saying 'This, and that'. May I know what this and that mean?

Shri V. Muniswamy: As the time is short here, I shall explain to him outside the House.

In page 32 of the booklet 'Towards Better Conditions of Travelling', it is stated that the work was in progress at Cuddalore. Originally rupees seven lakhs were allotted for remodelling, and then there was a cut, it was reduced to rupees four lakhs. The station is remaining with a 'half-platform', half-finished construction and everything is half. *Mahazars* have been sent to Ministers and I am sure that the Railway Minister must have received copies of the *mahazars*. I do not know whether it is because of the regrouping which has become too unwieldy, that he cannot attend to any such work.

Now, with regard to the working hours of running staff, a system was laid down in 1948, but it was not successful. The drivers have to work for more than eight to ten hours a day, whereas the controllers and the shunting jamedars who are stationary are also treated on the same lines as the running staff. With the inferior quality of coal supplied to them, do you expect them to run 200 miles at a stretch, with these old engines? These are all things which should be attended to in detail. What happens is this. We are all big people sitting here getting Rs. 40 per day, per five hours, whereas poor worker gets only Rs. 40 per mensem. Out of a total of Rs. 282·16 crores, only Rs. 3·84 crores have been provided for amenities to nine crores of railwaymen working on 33,000 miles. It comes to about a rupee or two per head. With these two rupees, they have to attend to their medical bills, health, education etc., all within these rupees two. These are all things to be attended to.

Last week we saw in the papers that in Waltair, daylight pilfering was going on. The railway police who are expected to serve the railwaymen, do not now get the railway passes which they were given once. Now they do not get any passes, and they have lost their interest. I do not know why this sort of discouragement should be given to the railway police who are expected to support the railwaymen in their work. Now they are deprived of their pass facilities.

With regard to the amenities it is written here that from 1946 onwards all amenities are provided. I submit the amenities are all only written in the books. My humble submission as one belonging to the Toilers' Party is this. South Arcot District stands first in the production of groundnuts, but

that district is down-trodden and poverty-stricken. Fans have been provided in small stations between Mayavaram and Tiruchirapalli, but no fans have been provided on the platforms of big junctions like Vriddhachalam and Villupuram, because there are no big people in these places to bring any influence. Villupuram junction connects five biggest junctions, but yet no fans are provided in the platforms of that junction, whereas if you go to small stations such as Papanasam, Pandaravadai, Ayyampet, or Aduthurai, you will find two or three fans in each station. While Villupuram, the biggest junction has got no fans in its platforms, why should these small stations have any fans? There are people who would influence in these small stations, while in Villupuram, there are only toilers, down-trodden and poverty-stricken people.

It is often said that we people from the opposition are giving unnecessary criticisms. But I must submit, that Government without opposition is a horse without reins. It is our duty, therefore, towards the electorate, that we should see that something is done for the South Arcot District, which is the only district which produces maximum of groundnut and that it is not given a step-motherly treatment by the hon. Ministers. I do not know when they are going to become real mothers. (*Interruption*). My hon. friend says something which I do not understand.

My submission is that the policy of regrouping has to be reconsidered as the hon. Railway Minister has already pointed out in the Council of States. I would also request him to reconsider the question early so that it may not become too unwieldy for him to attend in detail to the sufferings of the workers.

Mr. Deputy-Speaker: Now I call upon the hon. Railway Minister.

Shrimati Renu Chakravartty (Basirhat): May I make one point, Sir? Yesterday the hon. Minister said that he would translate his speech in English for the sake of hon. Members who do not understand Hindi, and give a gist of his Hindi speech. But this morning I find that in the papers there is a mention made of a very important point which he did not translate into English, about the abolition of the first class carriages. Therefore, I would request him, on behalf of those who do not understand Hindi at all, that he will make an attempt to give the main points in his speech, when he gives the English summary; that the hon. Minister will take the spirit of this, leaving aside the question whether one likes Hindi or not.

Pandit Thakur Das Bhargava: Since I understand you have called upon the hon. Railway Minister to give his reply, may I make a submission, Sir, that no closure of the discussion has been moved and that people have not yet begun to stand on their legs to talk, under the impression that unless the list is exhausted, no chance will be given to them. I do not know whether the list has been exhausted...

Mr. Deputy-Speaker: The list is exhausted.

Pandit Thakur Das Bhargava: May I submit a word, Sir? The previous practice in this House was that the hon. Speaker and your goodself were not committed to these lists, but had preferred to use your discretion. Now that you have said the list is exhausted, and that you should exhaust the list before you call other speakers, I beg to submit, Sir, that there are others also who would like to speak. I would beg the Chair to consider the fact that the lists should not be stuck to, and that previous practice should be restored so that the persons who have not had the privilege of being put on the lists, may still get some chances to make a few points which they would like to. I would request that the present practice should not be followed any more, and that you should be pleased to call other Members also, exercising your discretion. Therefore I beg you that because closure of the debates has yet not been moved, you will kindly allow the other persons also to catch your eye.

Shri Nambiar: The list is not yet exhausted, some hon. Members from this side are yet to be called.

Mr. Deputy-Speaker: The list is exhausted in the sense that the time allotted for discussion is over, although some names are still there. The submission of lists of speakers is both convenient to some members, and sometimes inconvenient to some members. The balance of opinion seems to be, however, on the side of the list, for this reason that hon. Members in each party would like to put the best show for their side. There may be a number of Members who may raise certain points on one side. The other hon. Members from the other side will be assorted and placed against them, so that they could reply. That is the course that is adopted, and it is for that purpose, these lists are submitted.

[Mr. Deputy-Speaker]

Instead of this, if some twenty hon. Members rise up and try to catch my eye, I shall be at a loss, looking at them and spending a few minutes seeing at each person's face, before I could decide whom I should call. That is the difficulty. On the whole, these lists have worked satisfactorily, except with respect to some unattached Members. I think it is more a choice for them to be in that party or this party. The parties submit lists to me, but I would not take it as a rigid rule. I would however try to give preference to these persons who have been put by the various parties as their spokesmen. With respect to others, if it is possible, certainly the Chair will take into account the important points that they are going to contribute to the debate. So far as the lists are concerned, some nine names have been submitted by the Members of the opposition groups, and nine names have been given by the Congress party. I have been able to push through eleven Members so far. I thought, having regard to the various points that have been raised and the cut motions which I understand some of them might be pressing, I could call upon the hon. Minister to reply. Otherwise we may not have time to-day, and his demand will have to stand over to the next day. The list is not completed in the sense that I have not been able to call all the eighteen Members, because I have called only 11 of them. As regards other Members who may belong to particular parties, but whose names have not been here on the lists, if only they had passed chits to me, I would then have had at least an opportunity to consider them, notwithstanding the fact that their names have not been particularly submitted by their parties or the party whips, and I would have called upon them.

Pandit Thakur Das Bhargava: May I submit a word, Sir, in no spirit of argument? So far as these lists are concerned, I have no quarrel with them because you have been pleased to sanctify these lists by referring to them and by saying that the lists are given by the parties and, therefore, they are binding in a sense. I would respectfully submit the rules do not provide for such lists being provided, unless the rules are changed, the lists are not binding, they are not just like the laws of the Persians and Medes that they cannot be changed. I would therefore submit for your consideration that the best view is that the Speaker should have discretion in the matter. Even if persons who are not on the list stand or want to speak and ventilate local grievances, they should get an opportunity. Especially in regard to the Railway Budget if a list is given and there are certain questions which are discussed in the House, there may be persons not on the list who may have to ventilate local grievances and they will not get any chance whatsoever. Once practice in this House was established that every Member from the constituencies was given five minutes, to speak when he could ventilate local grievances. Now the difficulty is that Members who have got such grievances to submit to the House get no opportunity to do so during the whole of the debate. Therefore, when they go to their constituencies—it will not be understood that the hon. the Chief Whip had done it—people would ask them: "Why did you not put forward our grievances?" I would, therefore, beg of you kindly to restore the previous practice or you may exercise your discretion in the best possible manner. Otherwise, the difficulty will be that those persons whose names are not there, they will never get a chance. So far as the lists are concerned, I understand, as my friends are saying, that even if a person's name is on the list he may find that due to want of time his name is not called. We do feel very much in this House that we do not get an opportunity to speak. I know that in a House of 500 members all cannot get an opportunity to speak. Those who have got the fortune or misfortune of belonging to particular parties, I can understand their position also; they cannot grumble also. But in a matter like this I feel particularly that every person who wants to speak should be given at least two or three minutes to ventilate local grievances.

Mr. Deputy-Speaker: Pandit Thakurdas Bhargava has raised a point which on a former occasion I had occasion to deal with. The same practice is not all our practice. The practice that is followed in the House of Commons has also been followed here. I will just refer to the occasion when this matter was thrashed out in the House of Commons:

> "I have forgotten the other incident. I tell the House quite frankly that I had the names of 120 people or more, who wanted to talk, and I tried each morning to make a careful selection. I do not think my Deputies had much choice at all because frankly, I chose everyone before in the morning and there was no favour given one side or the other. (*That applies to this Deputy also*). My duties are merely to see as far as I can that

every expression of opinion has a fair chance. Therefore, I was careful to call Members representing the Liberal group, the National Liberal group, the I.L.P. and the Communists, and in a debate of that sort they were all entitled because they represented a small minority, to have their voices heard".

As regards individual Members, the same practice is followed here also. It is not as if these lists are rigid and cannot be changed or altered. If an hon. Member catches my eye, notwithstanding his name being not in the list and if the necessities of the debate requires that he should also be called upon to speak, I am sure neither the Speaker nor I would avoid giving a chance to that hon. Member.

Regarding the suggestion of five minutes or three minutes to give expression to local grievances, I shall convey this desire to the hon. Speaker. As regards want of time, so far as this matter is concerned, hon. Members who are interested may make an appeal to Government so as to allot more time. It is not in the hands of the Chair.

Shri Namdhari (Fazilka-Sirsa): Is it not sheer injustice that a party which has got a microscopic existence in the House gets half the time?

Mr. Deputy-Speaker: There is no such rigid list. It is not 50:50. As the hon. Speaker said yesterday, it may be that 70 per cent. of the time may be taken by this side on some occasions. On some other occasions, the other side may take 70 per cent. of the time. There is no such rule as 50:50. Generally it may be 40:60, 60:40 etc. Now let us not waste any more time.

Shri R. K. Chaudhuri (Gauhati): Would you consider, Sir, abolishing this system of intending speakers standing and trying to catch the eye of the Chair? In that case those who may not have chances to speak may as well leave the House, leaving the chosen speakers to speak.....

Mr. Deputy-Speaker: Well, in a House of 500 Members, even if 20 persons want to speak and stand up to catch my eye, I can only call one of them at a time. Within the time at our disposal at the rate of 15 minutes per individual, it may not be possible for all the Members to speak. It is not necessary for every Member who wants to speak to stand up and sit down every time in order to catch my eye. Even if they do not stand a second time, I note down their names in a particular order instead of asking them to stand. I have, of course, no objection to hon. Members getting up and sitting down as often as they like. Now, those people who want to submit lists may submit lists; others who do not want to submit lists, they may stand as often as they like until they catch my eye. Both these practices will go on. But it will be left to the Speaker to decide who ought to speak on a particular occasion.

An Hon. Member *rose—*

Mr. Deputy-Speaker: No more time. We have already encroached upon the hon. Minister's time.

Shri L. B. Shastri: Sir, you will kindly permit me to speak in Hindi, because there is hardly any time, and I will not be able to translate. I have to finish in ten minutes.

Mr. Deputy-Speaker: I can only say this, that as long as I sit in the Speaker's chair, my own impression is that it is for the benefit of hon. Members here and for the country outside that the hon. Minister's remarks are made. Of course, it is open to any hon. Member to make a Minister speak in his own language or both the languages within the time allowed. But so far as Ministers are concerned, my respectful submission to them will be that not only this House but the world at large is watching what exactly they have to say on a particular point. A statement made by an hon. Member is different from a statement of policy made by a Minister, and that is why a small resume of what he speaks in Hindi is not enough to meet the various points that are raised here, not only in the interests of those persons who are not able to follow Hindi but in the interests of Government itself and in the interests of a proper explanation of all the points raised on the other side. I would therefore appeal to the hon. Minister to speak in English. There is no harm. English is not going to be eschewed altogether at any rate for a period of 15 years. Therefore, it is for him to consider. He can speak entirely in English. But it is not a question of hearing a speech entirely in Hindi or entirely in English. I will hear both one side and the other side.

Shri L. B. Shastri: Sir, I propose to speak in English today, but I do not want to make it a rule. Still, I would like to comply with your wishes just now, and so I have decided to speak in English.

Mr. Deputy-Speaker: It is only my suggestion.

Shri L. B. Shastri: About ten cut motions have been moved by various Members of this House. I shall deal with the subject matter of those cut motions which have been discussed on the floor of this House. I need not assure the other Members of this House that the suggestions made by them either from this side or that side will be looked into, and I propose to ask the Railway Board to take special care in sifting the various suggestions made here and put up a note to me as to how and when the suggestions made would be translated into action.

The restoration of dismantled railway lines is really an important work and it is already engaging our active attention. We have a plan about this, and I would like to inform the House that out of 25 lines which were dismantled during the war, twelve lines have been approved for restoration. The work is to commence in 1951-52. In 1952-53 we propose to restore another three lines. I will not name them, because that will take time. Thirteen lines remain to be restored when we have completed this work, and they will be considered after two years; that is, we hope to restore the lines which we consider necessary by 1954. But I myself propose to look into the matter again and see if there is any modification necessary in the priorities already fixed. I also want to see if it is possible to restore the dismantled tracks earlier than 1954—I mean the 13 lines which are not on our list just now. If I can take them up earlier, I shall certainly try to do so.

Pandit Thakur Das Bhargava: Will all of these be restored, or some will be restored and others will not be restored?

Shri L. B. Shastri: I expect that most of them will be restored. There may be lines which may not now prove as useful as they were before; it is just possible that roads may have been constructed and the railway lines are not necessary if the traffic is not as much as it was before. These factors will have to be taken into consideration and a decision will be arrived at on that basis. But I expect that most of the railway lines except perhaps a few will be restored.

Shri B. Das (Jajpur-Keonjhar): Will there be any priority in the restoration of these lines, or will it be South Indian first?

Shri L. B. Shastri: I cannot tell you about South Indian Railways, but I want to examine the priority list already prepared, and if there is any special need for making any modification in the South Indian Railways, I shall most gladly do it.

It has been said that new railway lines have not been opened or very few of them have been opened. But I would like to inform the House that the number of passenger trains has been increased and mileage extended in respect of other trains. The mileage done by them per day is today ten per cent. more than the pre-war level. So it is not correct to say that the new lines constructed are very few. In fact they have increased in mileage as well as in the number of passenger trains.

Shri T. B. Vittal Rao (Khammam): May I know by how much the route mileage has been increased?

Shri L. B. Shastri: I can give you the route mileage. I have not got the figures just now, but if the hon. Member wants it, I shall give him the information.

As regards the particular line mentioned in the cut motion, I may inform the House that it is first on the priority list on the Western Railway.

The question of economy in expenditure was raised in this House. Well, I am in a fix, as some Members of the Opposition, on the one hand, ask for economy to be effected, and, on the other, demand that no retrenchment and no discharge should take place. However, I shall not go into the contradictory statements made by the Members of the Opposition, but I would like to inform the Members of this House that economy in the expenditure of the administration of the railways has been the primary concern of the railways. Job analysis is always being made, and in fact it is a continuous process. Wherever these analyses expose surplus staff, steps are taken to retrench them and absorb them in other vacancies. In 1950-51, 20 per cent. economy has been effected in the Railway Board's Office. Job analysis is again to take place after about four or five months. Then, we take other steps also in order to effect economy. Special Committees are appointed. *Ad hoc* Committees are also appointed from time to time to suggest ways and means for economy in the various departments of the railways especially stores, fuel and compensation for claims etc. Well, as regards the question of economy, if further

suggestions are made, I shall only be too glad to consider them and if I come to know that there is any superfluous expenditure anywhere, well, it will certainly be cut down.

The question of suspension and removal of railway employees was raised the other day and it has again been referred to by one or two speakers from the other side. Well, I would beg of the hon. Members not to confuse the issue by bringing in a question of suspension and removal on other grounds. Well, I gave the figures yesterday of persons against whom action was taken under the Security Rules. Now what the hon. Members do is that they confuse the normal action that is taken against indiscipline or against any mistake that the staff commit, with the kind of action taken under the Security Rules. I must tell the House that it will cause me no surprise if in a concern with nine lakhs—we have nine lakhs of men and officers working is the railways—as I said it will cause me no surprise if out of these nine lakhs, one thousand or two thousand or perhaps a little more may at a time be under suspension or action may be contemplated against them or they are liable to removal. So in such a big concern I can—and the House can—also easily imagine the clerks or other members of the staff or the labour—well they can make mistakes against which action may become absolutely necessary, but in so far as the Security Rules are concerned, I gave you the figures of persons against whom action is under contemplation. I may make it clear as I said yesterday that Security Rules are generally used in an emergency. Action is to be taken under those rules in an emergency. I do maintain that. But there is one exception. If there is a sabotage or other kind of subversive activities in the railways, then action will have to be taken under the Security Rules. There may be an emergency or not. There may be a normal situation or abnormal. In any case we cannot tolerate any kind of sabotage or subversive activities in the railways. I agree that we must serve the workers and labour first. Well, as I said before, I still maintain that I have always been a supporter of the labour. I have always supported their cause throughout my public career and if I am in this office, the hon. members will perhaps see that I shall always be the supporter of the labour and the workers of the railways. But I would like them also to respond to what I want to do in order to bring about certain reforms in the railways and to improve the conditions that at present exist. The hon. Members must have heard the complaints made against the railways and complaints against the railway staff regarding corruption or other things. Well, if I get sufficient support from the Unions as I said before, I do propose to do what I can for the welfare of the labour. If there is corruption in the railways, if there is leakage, if proper facilities are not provided to the third class passengers, if proper treatment is not given to the third class passengers by the railway employees, well the railways will get a bad name and for that the responsibility will be that of the railway employees. So it is for the worker also to see that he behaves in the manner in which he gives sufficient relief to the passengers, especially the lower class passengers, he does his work properly, he devotes himself to his work and does not grudge hard work if that is considered necessary in the interests of the railways.

A reference was made to a case of the Madras High Court by Shri Nambiar and he said that no action was taken after the judgment of the Madras High Court and he also said that the action taken by the railways was illegal and improper. I would like to inform the House that it is true that the High Court accepted the appeal of Mr. Sambandhan but what the High Court said was that the Government servant who was dismissed should have been served with a fresh notice before dismissal. In fact there was a technical mistake involved in it and nothing beyond that. The position under the article referred to in the Constitution by the High Court Judge is that no Government servant may be dismissed or removed from service or reduced in rank unless he has been given an opportunity to state what he has to say against imposition of the penalty. It means that two notices should be served on a Government servant before he is dismissed or removed. The first should contain the charge-sheet and then on receipt of his reply to the charge-sheet an enquiry has to be ordered if necessary and thereafter on the basis of the findings of the Enquiry Committee the competent authority has to reach a tentative decision on the penalty. The hon. Members have to mark this observation specially—that the competent authority has to reach a tentative decision on the penalty. Thereafter he is to be given a second opportunity to show cause against the infliction of the specific penalty. After considering his explanation the penalty indicated in the notice should be decided upon and inflicted. So the

[Shri L. B. Shastri]

mistake that the railway authorities committed was in not having served Mr. Sambandhan with the other notice which should have indicated the penalty which was suggested. So after the judgment of the High Court you will see that no injustice was done. It was no doubt a technical mistake which was committed. The other notice was not served according to the provisions of the Constitution. But that was only a technical mistake. We admit that the mistake was committed and we have to make amends for that. So at present the position is that the orders of removal that were passed against him have been cancelled and the position which existed before the issue of orders of removal has been restored, and the employee, has been given another opportunity of showing cause why he should not be removed from service. When his further remarks are received they will be considered and final orders will be passed. Well, I do not know, but I shall look into this case and his explanation personally. Of that I can assure the Members of this House and if it is possible to take a lenient view in the matter I shall certainly do it, but we cannot just now order his reinstatement without getting his reply on the second notice that has been served on him.

The question of stock purchase was also raised. I shall not go into the details of this matter as Shri Venkataraman has already dealt with this in a somewhat comprehensive manner. I shall only say that as regards stock purchase we have a definite set of rules and we go by them. Our total purchases from our country and from abroad range between Rs. 80 and 100 crores. Our rule is to purchase from the Indian market first and go in for foreign purchases when the commodities are not available here. In fact, we are for *swadeshi* and believe in making the country self-supporting in the matter of rollingstock as well as its parts and components, but it will certainly take at least four to five years to manufacture all our requirements.

Mr. Frank Anthony referred to several matters in regard to recruitment, promotion and other things. Well, it is difficult for me to say anything just at present in regard to those complaints. He also mentioned a specific case. I shall be glad to look into that case personally. But it is difficult for me to accept all the general charges he has put forward regarding nepotism and corruption and all that in this matter. As I am new to this work I do not want to say that all that he has said is wrong, but yet I would suggest that perhaps a certain amount of restraint even in the complaints made is necessary because it is just possible that what the hon. Member has said may not be absolutely correct. He has to know the other side of the question and then make such statements. Of course the statements that he made I know are against very high officers of the railway. He has said it deliberately, but it is just possible that he might have done some injustice to them because he ought to have first discussed these matters with me and then if he did not feel satisfied he had every authority or every right to speak out his mind on the floor of this House. There are certain selection posts—and it is necessary that many higher posts should be selection posts. All such posts are filled on the recommendation of Selection Boards. If he makes any suggestions for their improvement I shall be glad to consider them. He also said that a station master who was arrested and who is now on bail has been suspended, that is in connection with the accident that took place near Bikaner. Well, that is a difficult matter. I do not know if it is possible not to suspend that officer if he is being prosecuted because the general rule is that if a railway servant, or any Government servant, is being prosecuted by the police, if he is put in court, then the usual practice is to suspend him. We are required to suspend employees if cases are instituted against them in courts of law against their public conduct. These cases take a long time to settle and we have no control over them. During suspension the employees are paid half pay and not quarter pay.....

Shri Nambiar: No, Sir. Quarter pay.

Shri L. B. Shastri: Half pay—not quarter pay as was suggested from the other side.

As regards the abolition of Class II service, I am told that the Central Pay Commission itself recommended the retention of Class II service. Certain representations from Class II services are under examination but this general question of abolition of classes deserves serious consideration and I am prepared to consider it, but it may take time. But as it has been suggested that this anomaly should be removed I shall try to see if it would be proper to abolish these classes and if it is in the interest of the Railway Services as well as of justice to do so

I shall not hesitate to take steps in the matter.

A complaint was made regarding excessive working hours for engine drivers. So far as I know under the award of adjudication the normal hours of work of engine crew are ten hours at a stretch the maximum being twelve hours. If that is so, then I do not think the complaint made is justified. The crew are also given adequate rest, usually of twelve hours, at their home station between two trips.

Mr. Nambiar told this House that the figures of temporary staff that I gave the other day were wrong. I am really surprised that he was bold enough to say so because I still maintain that my figures are correct. I must say that Shri Nambiar is not perhaps so progressive in the matter of figures—he wants to remain a year behind. The figures that he quoted were of the year ending 31st March, 1951 and the figures that I gave related to the year ending 31st March, 1952.

Shri Nambiar: May I know if in one year one lakh of members of the staff were confirmed?

Shri L. B. Shastri: Why should you be surprised if we do our work quickly? You seem to object to that also.

Shri Nambiar: It is most unusual.

Shri L. B. Shastri: One or two points more. One of the Members of the Opposition especially came to me and suggested that the bridge at Jogigopa in Assam may be constructed. I want to make it clear that I made some mistake during the general discussion on the Railway Budget. I perhaps said that the construction of the bridge at Pandu will start soon and may be completed by 1954. I am sorry if I made that statement—and I think I did because it has been brought to my notice. I want to make it clear that the construction of this bridge is not under contemplation at the present moment. But in regard to what the hon. Member said about the bridge at Jogigopa, I wish to inform the House that there are two different sites for a bridge across the Brahmaputra—one at Pandu and the other at Jogigopa. The approximate cost of the bridge comes to rupees seven crores. The present ferry service at Pandu is meeting the traffic requirements and therefore the project for the bridge at either of the sites is not being considered, as I said just now, on account especially of our difficult ways and means position. But I do propose to consider it later when our financial position improves.

Something was said about licensed coolies, and it was suggested that "begar" should be stopped. In the connection, I want to make two points very clear. One charge is that these licensed coolies are sometimes used for railway work and the other is that some coolies are doing the private work of the officers. As far as the latter is concerned, I would like to make it absolutely clear that this has been completely banned and there are strict orders that their services should not be utilised for this purpose. As regards the work done by licensed railway coolies for the railways, I may say they are paid for it and I think there can be no complaint in regard to that.

There are one or two other points, but in view of the fact that my time is up, I shall only say that I will look into them. The question of level-crossings has been troubling the minds of hon. Members and I do sympathise with them. I too have a feeling that we must do something about this question. Our real difficulty is this: while we are prepared to pay our share, the State Governments also have to contribute in the construction of over-bridges and they have not responded well in the matter. I am not saying this as a complaint. I shall take up the matter again with them and try to expedite the matter. I shall see that in big cities like Madras, Kanpur etc. where there are no overbridges and the traffic has to be held up for long and has thus to suffer the construction of overbridges is taken up soon and we construct overbridges in as many places as possible.

Mr. Deputy-Speaker: I shall now place the cut motions to the vote of the House. Shri U. M. Trivedi's cut motions. The question is:

(i) "That the demand under the head 'Ordinary Working Expenses—Administration be reduced by Rs. 100".

(ii) "That the demand under the head 'Ordinary Working Expenses—Administration" be reduced by Rs. 100."

The motions were negatived.

Mr. Deputy-Speaker: Shri T. K. Chaudhuri's cut motion. The question is:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri Veeraswamy's cut motion. The question is:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri Meghnad Saha's cut motion. The question is:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: Shri S. S. More's cut motion. The question is:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

The House divided: ***Ayes,*** **74:** ***Noes,*** 257.

Division No. 2.] **[1-3 P.M.**

AYES

Achalu, Shri
Ajit Singh, Shri
Amjad Ali, Jonab
Bahadur Singh, Shri
Banerjee, Shri.
Basu, Shri K. K.
Boovaraghasamy, Shri
Chakravartty, Shrimati Renu
Chatterjea, Shri Tushar
Chattopadhyaya, Shri
Chaudhuri, Shri T. K.
Chowdhury, Shri N. B.
Damodaran, Shri N. P.
Das, Shri B. C.
Das, Shri Sarangadhar
Deo, Shri R. N.
Deshpande, Shri V. G.
Gam Malludora, Shri
Girdhari Bhoi, Shri
Gopalan, Shri A. K.
Gurupadaswamy, Shri
Hukam Singh, Shri
Jaisoorya, Dr.
Jayaraman, Shri
Jena, Shri Lakshmidhar
Kachiroyar, Shri
Kandasamy, Shri
Kripalani, Shrimati Sucheta
Lal Singh, Sardar
Mahata, Shri B.
Majhi, Shri Chaitan
Mangalagiri, Shri
Menon, Shri Damodara
Mishra, Pandit S. C.
Missir, Shri V.
Mukerjee, Shri H. N.
More, Shri S. S.
Muniswamy, Shri
Murthy, Shri B. S.
Naidu, Shri N. R.
Nair, Shri N. S.
Nambiar, Shri
Nathani, Shri H. R.
Nayar, Shri V. P.
Pandey, Dr. Natabar
Patnaik, Shri U. C.
Punnoose, Shri
Raghabachari, Shri
Raghavaiah, Shri
Rajabhoj, Shri
Ramaseshaiah, Shri
Ramnarayan Singh, Babu
Randaman Singh, Shri
Rao, Shri Gopala
Rao, Shri K. S.
Rao, Shri P. Subba
Rao, Shri Vittal
Reddi, Shri Madhao
Reddi, Shri Ramachandra
Reddy, Shri Eswara
Reddy, Shri R. N.
Rishang Keishing, Shri
Saha, Shri Meghnad
Sathianathan, Shri
Shakuntala, Shrimati
Shastri, Shri B. D.
Singh, Shri R. N.
Subrahmanyam, Shri K.
Sundaram, Dr. Lanka
Swami, Shri Sivamurthi
Trivedi, Shri U. M.
Veeraswami, Shri
Verma, Shri Ramji
Waghmare, Shri

NOES

Achint Ram, Lala
Agarwal, Prof.
Agrawal, Shri M. L.
Akarpuri, Sardar
Alagesan, Shri
Altekar, Shri
Alva, Shri Joachim
Asthana, Shri
Badan Singh, Ch.
Balasubramaniam, Shri
Balkrishnan, Shri
Balmiki, Shri
Bansal, Shri
Barupal, Shri
Bhagat, Shri B. R.
Bhakta Darshan, Shri
Bhandari, Shri
Bharati, Shri G. S.
Bhartiya, Shri S. R.
Bhargava, Pandit M. B.
Bhargava, Pandit Thakur Das
Bhatt, Shri C. S.
Bhawanji, Shri
Bheekha Bhai, Shri
Bidari, Shri
Birbal Singh, Shri
Bogawat, Shri
Borooah, Shri
Bose, Shri P. C.
Brohmo-Choudhury, Shri
Buragohain, Shri
Chacko, Shri P. T.
Chanda, Shri Anil K.
Chandak, Shri
Chandrasekhar, Shrimati
Chatterjee, Dr. Susilranjar
Chaturvedi, Shri
Chaudhary, Shri G. L.
Chaudhury, Shri R. K.
Chavda, Shri
Chinaria, Shri
Dabhi, Shri
Damar, Shri
Das, Shri B.
Das, Shri B. K.
Das, Shri Beli Ram
Das, Shri Ram Dhani
Das, Shri Ramanamda
Das, Shri S. N.
Das, Shri N. T.
Deb, Shri S. C.
Desai, Shri K. N.
Deshmukh, Shri C. D.
Deshmukh, Shri K. G.
Dholakia, Shri
Dhusiya, Shri
Digambar Singh, Shri
Dube, Shri Mulchand
Dubey, Shri R. G.
Dutt, Shri A. K.
Dutta, Shri S. K.
Dwivedi, Shri D. P.
Dwivedi, Shri M. L.
Ebanezer, Dr.
Fotedar, Pandit
Gadgil, Shri
Gandhi, Shri Feroze
Gandhi, Shri M. M.
Gandhi, Shri V. B.
Ganga Devi, Shrimati
Garg, Shri R. P.
Garg, Shri R. P.
Gautam, Shri C. D.
Ghose, Shri S. M.
Ghulam Qader, Shri
Gohain, Shri
Gopi Ram, Shri
Gounder, Shri K. P.
Gounder, Shri K. S.
Guha, Shri A. C.
Hari Mohan, Dr.
Hazarika, Shri J. N.
Heda, Shri
Hem Raj, Shri
Hembrom, Shri
Ibrahim, Shri
Islamuddin, Shri M.
Iyyani, Shri E.
Iyyunni, Shri C. R.
Jagjivan Ram, Shri
Jain, Shri A. P.
Jajware, Shri
Jangde, Shri
Jasani, Shri
Jena, Shri K. C.
Jena, Shri Niranjan
Jethan, Shri
Jhunjhunwala, Shri
Joshi, Shri Jethalal
Joshi, Shri M. D.
Joshi, Shri N. L.
Jwala Prashad, Shri

Kajrolkar, Shri
Kakkan, Shri
Kamble, Shri
Kanungo, Shri
Karmarkar, Shri
Kasliwal, Shri
Katham, Shri
Katju, Dr.
Keshavaiengar, Shri
Khan, Shri S. A.
Khedkar, Shri G. B.
Kirolikar, Shri
Kolay, Shri
Krishna Chandra, Shri
Krishnappa, Shri M. V.
Kureel, Shri B. N.
Kureel, Shri P. L.
Lakshmayya, Shri
Laskar, Prof.
Lotan Ram, Shri
Madiah Gowda, Shri
Mahodaya, Shri
Maitra, Pandit L. K.
Majhi, Shri R. C.
Majithia, Sardar
Malliah, Shri U. S.
Malvia, Shri B. N.
Malviya, Pandit C. N.
Malviya, Shri Motilal
Mandal, Dr. P.
Masuriya Din, Shri
Mathew, Prof.
Mehta, Shri Balwant Sinha
Mishra, Shri Bibhuti
Mishra, Shri L. N.
Mishra, Shri Lokenath
Mishra, Shri M. P.
Mishra, Shri S. N.
Misra, Pandit Lingaraj
Misra, Shri B. N.
Misra, Shri R. D.
Misra, Shri S. P.
Mohd. Akbar, Sofi
Mohiuddin, Shri
Morarka, Shri
More, Shri K. L.
Muchaki Kosa, Shri
Mudaliar, Shri C. R.
Musafir, Giani G. S.
Mushar, Shri
Muthukrishnan, Shri
Nair, Shri C. K.
Namdhari, Shri
Nanda, Shri
Nandkar, Shri A. S.
Narasimhan, Shri C. R.
Naskar, Shri P. S.
Natawadkar, Shri
Natesan, Shri
Nehru, Shri Jawaharlal
Nehru, Shrimati Uma
Nevatia, Shri
Pannalal, Shri
Pant, Shri D. D.
Paragi Lal, Ch.
Parikh, Shri S. G.
Parmar, Shri R. B.
Patel, Shri B. K.
Patel, Shri Rajeshwar
Patel, Shrimati Maniben
Pillai, Shri Thanu
Prabhakar, Shri N.
Prasad, Shri H. S.
Rachiah, Shri N.
Radha Raman, Shri
Raghubir Singh, Ch.
Raghuramaiah, Shri
Ram Das, Shri
Ram Saran, Prof.
Ramanand Shastri, Swami
Ramaswamy, Shri P.
Ramaswamy, Shri S. V.
Rao, Diwan Raghavendra
Rao, Shri B. Shiva.
Raut, Shri Bhola
Razmi, Shri S. K.
Raddy, Shri H. S.
Richardson, Bishop
Roy, Shri B. N.
Rup Narain, Shri
Sahu, Shri Bhagabat
Saigal Sardar A. S.
Saksena, Shri Mohanlal
Samanta, Shri S. C.
Sanganna, Shri
Sankarapandian, Shri
Satish Chandra, Shri
Sattyawadi, Dr.
Sen, Shri P. G.
Sen, Shrimati Sushama
Sewak, Shri A. R.

Shah, Shri R. B.
Shahnawaz Khan, Shri
Sharma, Pandit K. C.
Sharma, Prof. D. C.
Sharma, Shri K. R.
Sharma, Shri R. C.
Shastri, Pandit A. R.
Shobha Ram, Shri
Shukla, Pandit B.
Sidhanarjappa, Shri
Singh, Shri D. N.
Singh, Shri Babunath
Singh, Shri H. P.
Singh, Shri L. J.
Singh, Shri M. N.
Singh, Shri T. N.
Sinha, Dr. S.
Sinha, Shri Anirudha
Sinha, Shri C. N. P.
Sinha, Shri G. P.
Sinha, Shri Jhulan
Sinha, Shri K. P.
Sinha, Shri N. P.
Sinha, Shri S.
Sinha, Shri Satya Narayan
Sinha, Shri Satyendra Narayan
Sinha, Shrimati Tarkeshwari
Sinhassan Singh, Shri
Snatak, Shri
Sodhia, Shri K. C.
Somana, Shri N.
Subrahmanyam, Shri T.
Suresh Chandra, Dr.
Suriya Prashad, Shri
Swaminadhan, Shrimati Ammu
Telkikar, Shri
Tewari, Sardar R. B. S.
Thimmaiah, Shri
Thomas, Shri A. M.
Tiwary, Pandit D. N.
Tudu, Shri B. L.
Ukey, Shri
Upadhyay, Shri M. D.
Upadhyaya, Shri S. D.
Vaishnav, Shri H. K.
Vaishya, Shri M. B.
Varma, Shri B. B.
Varma, Shri B. R.
Venkataraman, Shri
Vidyalankar, Shri
Vishwanath Prasad, Shri
Vyas, Shri Radhelal
Wilson, Shri J. N.
Wodeyar, Shri

The motion was negatived.

Mr. Deputy-Speaker: I shall now place Demand No. 4 for the vote of the House. The question is:

"That a sum not exceeding Rs. 17,13,91,000 be granted to the President, out of the Consolidated Fund of India to complete the sum necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Administration'."

The motion was adopted.

The House then adjourned till a Quarter Past Eight of the Clock on Monday, the 9th June, 1952.